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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

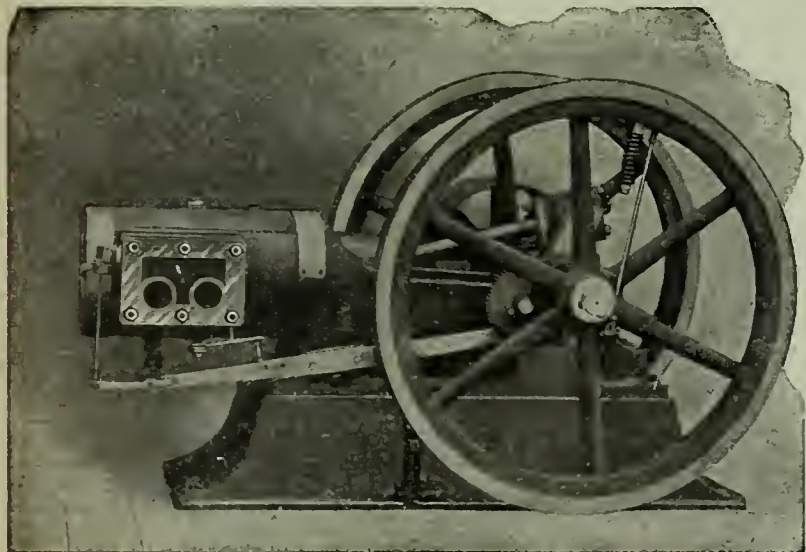
PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XIX.

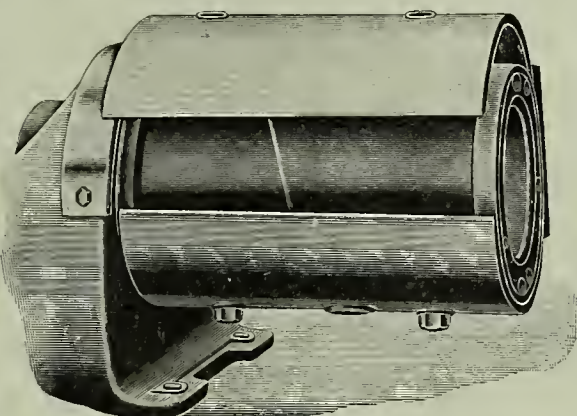
CHICAGO, ILLINOIS, APRIL 15, 1901.

No. 10.

ONE DOLLAR PER ANNUM
SINGLE COPY, TEN CENTS.



Simplest Engine Built.



Davis Patent Detachable Water Jacket.

Write for Catalog

Describing a thoroughly
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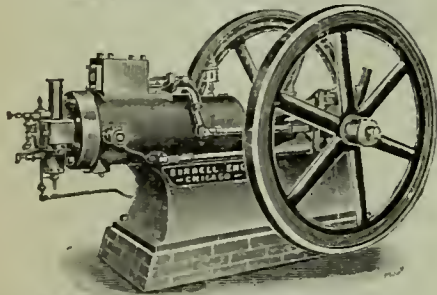
On the market eight years.
Thousands in use.

Successfully Used by Largest Elevator Lines in the Country

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DAVIS GASOLINE ENGINE WORKS CO., WATERLOO, IOWA.

The BURRELL ENGINE
USES GAS OR GASOLINE.



THERE IS NOTHING BETTER.
Quality High. Price Low.

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MANUFACTURE AND FURNISH

Modern Appliances

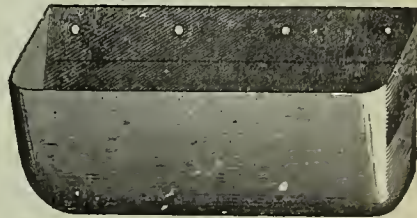
For elevating and conveying grain and like commodities.

ROPE, BELT AND CHAIN TRANSMISSION.

COMPLETE OUTFITS FOR LARGE OR SMALL GRAIN ELEVATORS.

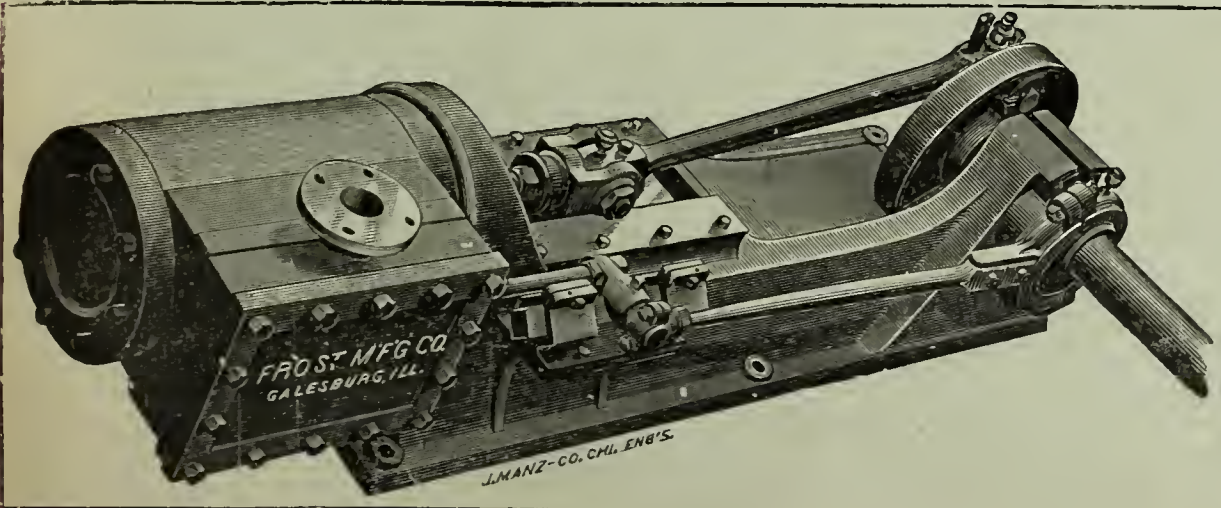
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EVERYBODY KNOWS THEM.
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Send for our catalogue.

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FOR PRICES AND DISCOUNTS

—ON—

Elevator Machinery
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Every Description,

EITHER STEAM OR HORSE-POWER,

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THE FROST MFG. CO.,
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THE OLD AND THE NEW

We can suit a conservative who believes in French burr stone for

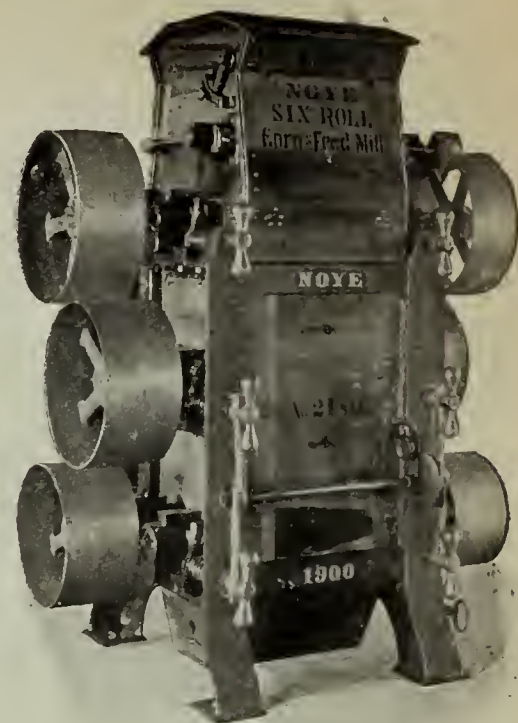
FEED GRINDING,

For we have the best stone mill on the market. We also meet and exceed the expectations of the progressive with our famous

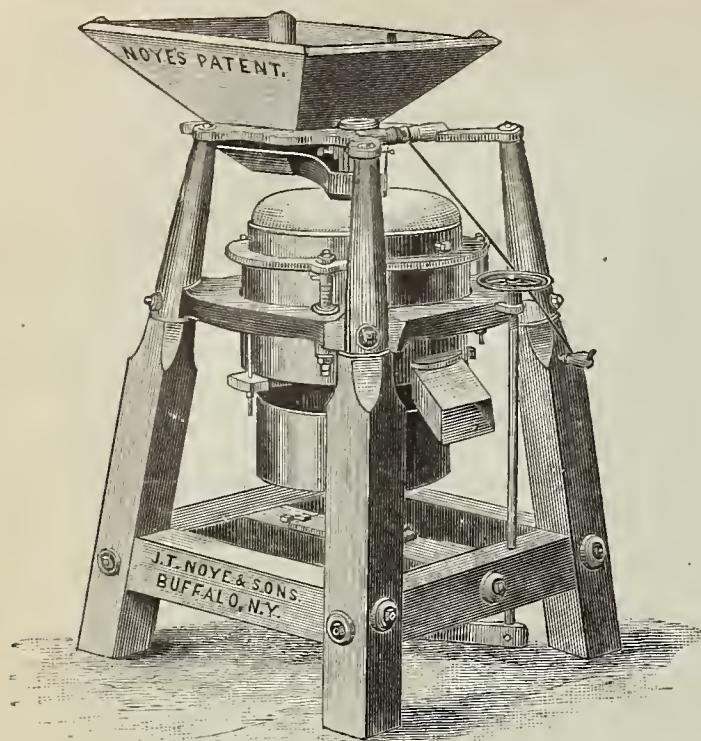
SIX-ROLL MILL.

Grinds seventy-five bushels of fine meal per hour with fifteen horsepower. It grinds oats and cobs equally well.

Noye Manufacturing Co., Buffalo, N. Y.



ALL BELT DRIVE.



PATENT STRETCHED ELEVATOR BELTING.

Write
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Will
Give You
Prompt
Attention.

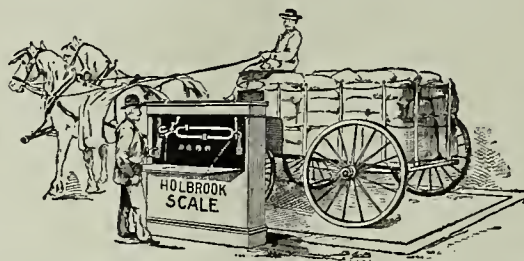
THE GUTTA PERCHA AND RUBBER MFG. CO.,
96 AND 98 LAKE STREET, CHICAGO.

Grain Elevator Machinery and Supplies.

Wagon, Hopper, Portable and
Dump Scales.

Gas and Gasoline Engines of all sizes.
Carry full stocks and can furnish you
complete elevator equipment on short
notice.

C. D. Holbrook & Co.,
305-307 Third St. S. Minneapolis, Minn.



"THE IDEAL ELEVATOR BELT."

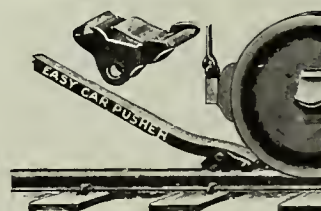
For Elevating, Conveying and
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LEVIATHAN BELTING

Gives the best results. Holds buckets firmly and
securely, and resists heaviest strains. Will do 50%
more work than the best rubber belt, and will outlast
three of the same. Its record for nineteen years
handling grain, stone, sand, ore, coal and clay
substantiates our claim. Belts warranted uniform
throughout. Made of any width up to 100 inches,
and any length up to one mile.

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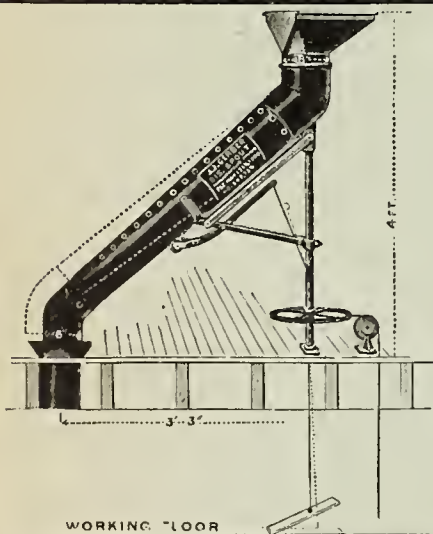
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12,000 in use, weighs 20 lb., with it one man can move
three loaded cars. Sent on 10 days' trial. Absolutely the
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I have good backing when I tell you
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J. J. GERBER No. 2 IMPROVED DISTRIBUTING SPOUT

Is the best distributor ever offered to
grain dealers. I am backed by the state-
ments of over six hundred elevator men.
Try one; it will prevent mixing grain.

Patented May 15, 1900.

Elevator Spouting of all
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JAMES J. GERBER, Minneapolis, Minn.

Grain Dealers' and Shippers' Gazetteer.

PRICE
REDUCED
FROM
\$2 TO \$1.

CONTAINS freight agents' official list of flouring mills, elevators, grain dealers, shippers and com-
mission merchants, located on all the principal railroads in the United States and Canada. Also
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list of the kind published. If you do business in this line, you can scarcely afford to be without it.
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EVERYTHING IN THE LINE OF MILL AND ELEVATOR MACHINERY AND SUPPLIES.

SEND IN YOUR SPECIFICATIONS AND WE WILL QUOTE YOU PRICES. GENERAL CATALOGUE FREE.



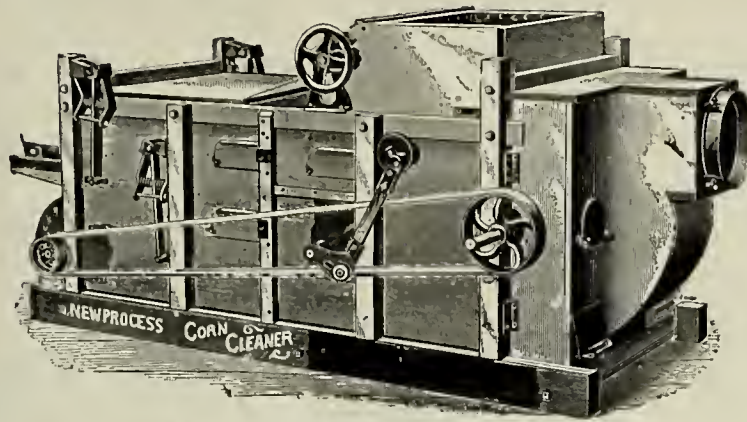
All Styles of
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Spouts.

Grain Buckets
of all Kinds.

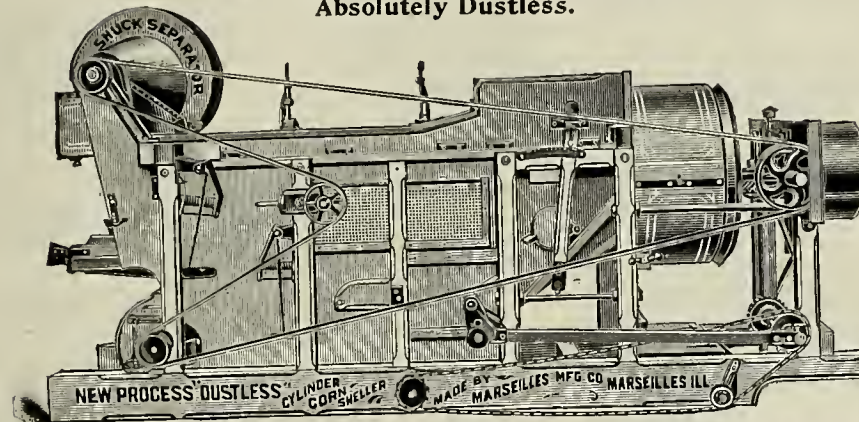
Flexible Spouts, Any Size or Length.



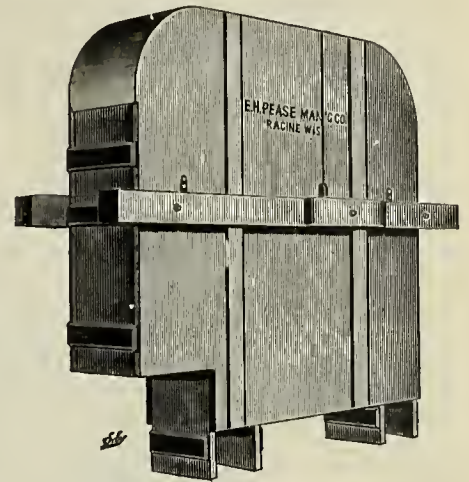
Fanning Mills and Warehouse Separators.



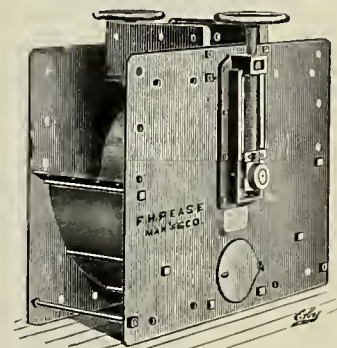
Easily Adjustable, Lightest Running,
Absolutely Dustless.



New Process Corn Shellers and Cleaners, furnished either as
Combined or Separate Machines, also with or without
Husk Separating Attachment.



Elevator Heads,
Mechanically Perfect.



Elevator Boots, All Styles,
Wood, Steel or Cast Iron.

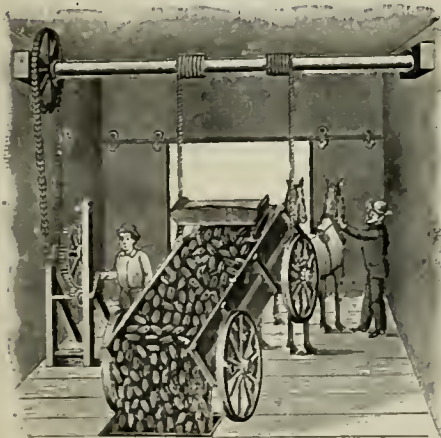
Pulleys,
Shafting,
Hangers,
Gearing,
Pillow Blocks,
Set Collars,
Sprocket Wheels,
Chain, Rubber, Cotton
and Leather Belt.

Power Transmitting Appli-
ances of Every Description.

SHEET-STEEL WORK A SPECIALTY.

MARSEILLES MANUFACTURING CO.,
MARSEILLES, ILL.

SMITH'S Automatic Warehouse and Elevator Machinery.



I have given the building of Warehouse and Elevator Machinery my special attention for the past thirty years and claim to furnish the most complete, convenient and labor saving machinery that can be constructed, and will furnish plans and specifications on application for a complete automatic warehouse.

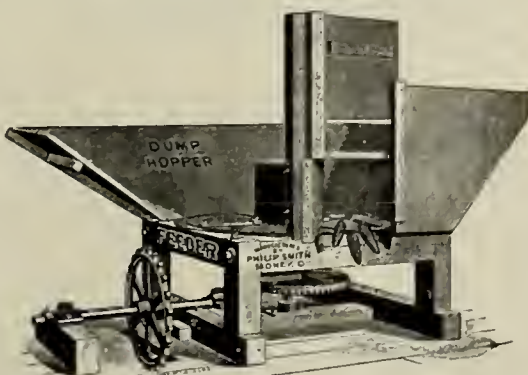
The accompanying cut is an exact representation of my

Latest Improved Overhead Dump

Which can be operated with ease, safety and speed, and we think that you will find that this dump embodies all the features required, without an objectionable point, and is within the reach of all grain men. This dump can be placed on a level floor, and is so constructed by a double gear that it can be operated by a boy.

THE MARQUIS PATENT Ear Corn Elevator and Sheller Feeder.

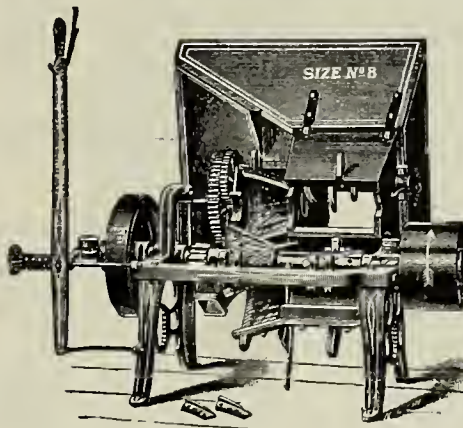
Feeder will feed corn from the dump to the elevator or sheller with or without drag belt. Will feed 100 to 1,500 bushels per hour without any attention. Can be regulated to the capacity of the sheller or elevator while in operation. Can be made to feed either sheller or elevator by changing reverse board. It is made of iron and is very durable. It will last a lifetime. Can be applied to dump now in use at very little expense. We have over 5,000 of these machines in use that are giving universal satisfaction. Prices furnished on application.



Agents Wanted to Sell Our Full Line of Corn
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PHILIP SMITH, Sidney, Ohio.

The Best All-Around Feed Mill



Highest Award World's Fair.

Gold Medal Atlanta, Gold Medal at Omaha.

For crushing ear corn and grinding all kinds of small grain. Different from all other mills. The conical burrs are light running and ahead of rolls or stones in speed and quality of work. Has self-feeder for ear corn and every convenience belonging to a first-class modern feed mill. Will grind Kaffir corn in the head. Sold with or without bagging attachment. Made in seven sizes, ranging from 2 to 25 h. p. Improved for this season.

GET OUR LATEST CIRCULAR.
IT'S WORTH EXAMINING.

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GEO. H. PHILLIPS CO.,
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GRAIN, PROVISIONS, HAY and SEEDS,

Offices, 227-231-232-233 Rialto Bldg., Chicago.

BRANCH OFFICES:
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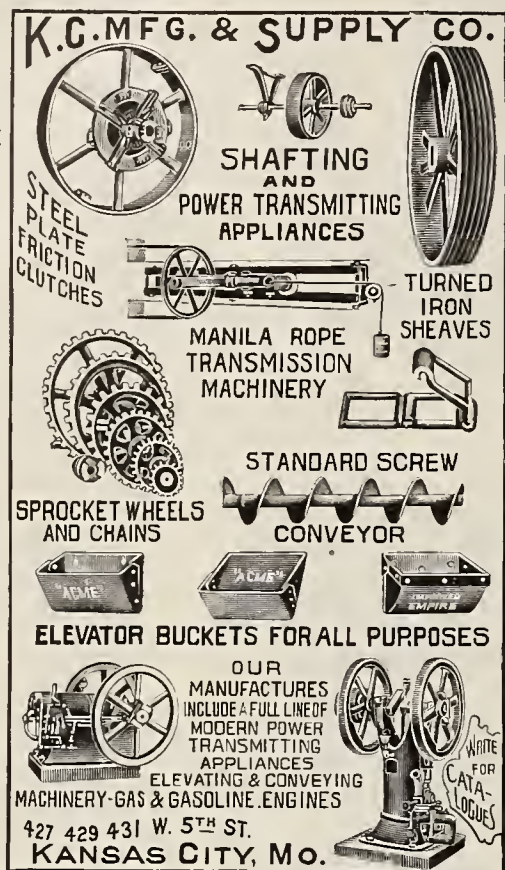
Best service, prompt attention and
close watch of our customers'
interests, our motto.

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K. C. MFG. & SUPPLY CO.,

Complete Grain Elevator Equipments Carried in Stock.

EXCLUSIVE
SOUTHWESTERN
AGENTS
FOR
**WEBSTER
MFG. CO.**



EXCLUSIVE
AGENTS FOR
**Chandler &
Taylor's**
Steam Engines
and Boilers.
Also Union
Steam Pumps
and
Boiler Feeders,

Gasoline Engines,
Spiral Conveyor,
Pulleys,
Hangers,
Gearing,

Collars.
Sprocket Wheels,
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Elevator Boots,
Elevator Buckets,

Flexible Spouts,
Turn Heads,
Wagon, Hopper and
Dump Scales,
Rubber and Cotton Belting.

WRITE FOR PRICES AND CATALOGUE.

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ENGINEERS, FOUNDERS, MACHINISTS,

Main Office and Works, **Mishawaka, Ind., U. S. A.**Branches: CHICAGO, BOSTON, NEW YORK, CINCINNATI, ATLANTA, GA.,
LONDON, ENG.

MANUFACTURE A COMPLETE LINE OF

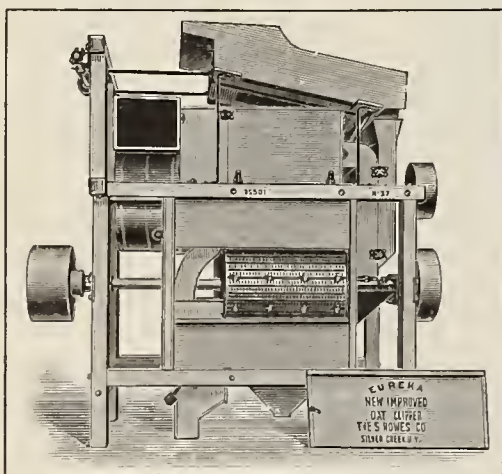
**GRAIN ELEVATOR
MACHINERY**

Embracing latest types of Grain Trippers, Power Shovels, Car Pullers, Belt Conveyors, Marine Legs Spouting, Etc.; Self-oiling and Dustproof Bearings, also Dodge American System Manila Rope Transmission.

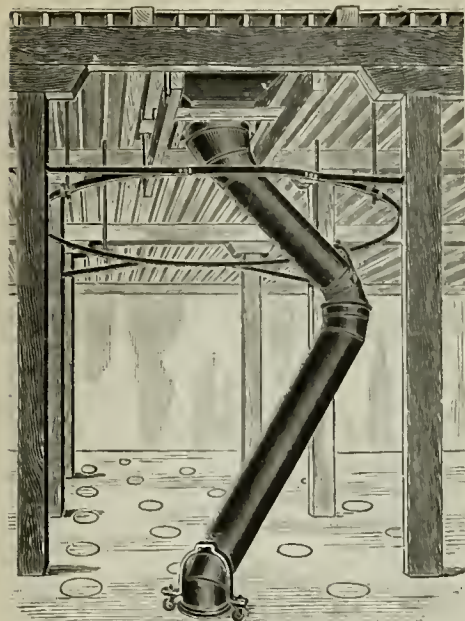
The following Grain Elevators, under construction or in operation, are among those recently equipped:

Illinois Central R. R., New Orleans, La.,	- capacity, 1,200,000 bu.
Northern Grain Co., Manitowoc, Wis.,	- " 1,200,000 "
Northern Grain Co., Council Bluffs, Ia.,	- " 750,000 "
Botsford & Jenks, Meaford, Ont.,	- " 1,000,000 "
Chicago Dock Co., Chicago, Ill.,	- " 1,000,000 "
D. H. Stuhr Grain Co., Hammond, Ind.,	- " 600,000 "
Electric Steel Elevator, Buffalo, -	- " 1,200,000 "
McReynolds & Co., Hammond, Ind.,	- " 2,000,000 "
Calumet Elevator Co., South Chicago, Ill.,	- " 1,200,000 "
Rosenbaum Br. s., South Chicago, Ill.,	- " 1,000,000 "
Peavey Grain Co., South Chicago, Ill.,	- " 1,500,000 "
Chicago-O'Neil Grain Co., South Chicago, Ill.,	- " 750,000 " etc, etc.

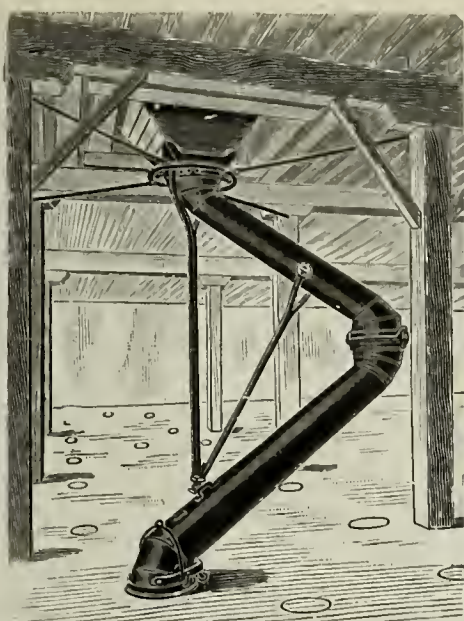
Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery. CATALOGUE UPON APPLICATION.

MERIT IS THE BASIS OF SUCCESS.**Eureka Separators
and Oat Clippers**ARE HIGH GRADE MACHINES, COMPACTLY BUILT, MODERN
IN EVERY RESPECT AND ECONOMICAL IN WORKING. THEY
ARE STEADY AND SMOOTH RUNNING.**S. HOWES COMPANY,**MANUFACTURERS EUREKA GRAIN CLEANERS, OAT CLIPPERS, MAGNETIC SEPARATORS,
"EUREKA WORKS," SILVER CREEK, N. Y.BRANCH OFFICES: { New York, N. Y., Rooms 133 and 134, 31 Broadway.
{ Kansas City, Mo., Baltimore Hotel.Minneapolis, Minn., 5 Chamber of Commerce.
Chicago, Ill., 11 Traders' Building.

DUPLICATE PARTS OF ALL "EUREKA" MACHINES FURNISHED PROMPTLY.



TROLLEY SPOUT.



STANDARD SPOUT.

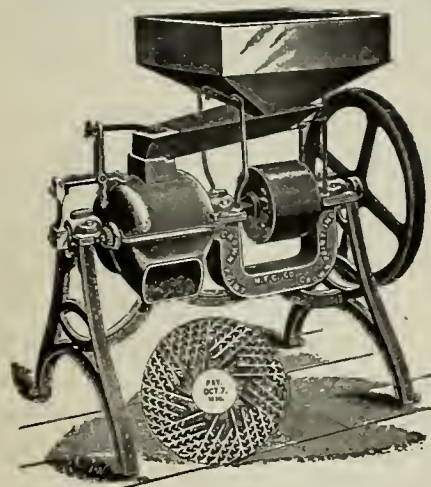
D. A. ROBINSON'S Universal Distributing Spouts,

755-765 TEMPLE COURT, MINNEAPOLIS, MINN.

THE CROWN POINT GRINDING MILL.

The Best on Earth

For Fine Grinding and Easy Running.



They are all equipped with our Patent Self-Sharpening Burrs, which were awarded First Prize and Medal at the World's Columbian Exposition.

Do not dull when running together.

Grinds OATS perfectly fine and all grain, damp and dry.

No heating of grain; no lost motion.

You cannot afford to be without one.

Send for Descriptive Circulars.

CROWN POINT MFG. CO.,

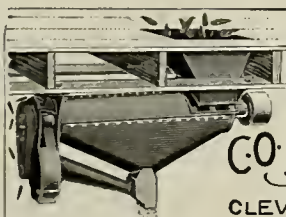
WORKS: Crown Point, Indiana.

OFFICE: St. John, Indiana.

DUST! DUST!

Gibbs' Patent Dust Protector is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust and is the only reliable protector known. Perfect ventilation. Nickel plated Protector \$1, postpaid. Circulars free. Agents wanted.

Gibbs Respirator Co.,
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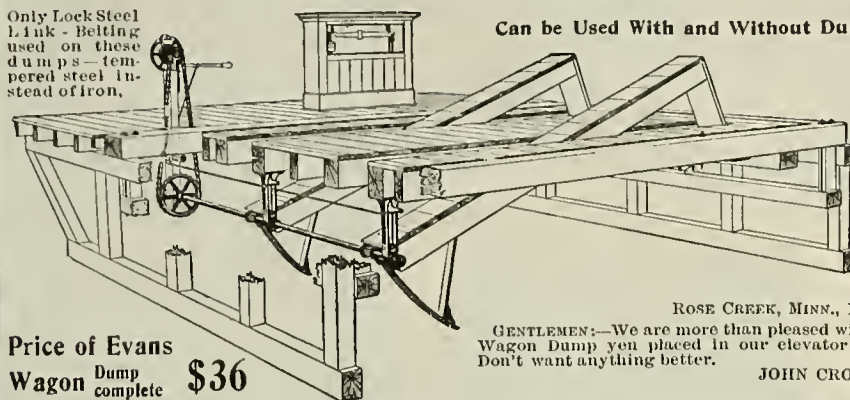


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POWER
CORN SHELLER
CO. BARTLETT
& Co.
CLEVELAND O.

THE EVANS CONTROLLABLE WAGON DUMP.

THE BEST WAGON DUMP BUILT.

Only Lock Steel Link - Belting used on these dumps - tempered steel instead of iron.



Can be Used With and Without Dump Scales.

Absolute Safety, Control, Great Strength and Durability

Patented April 12, 1898.

ROSE CREEK, MINN., Feb. 1, 1901.

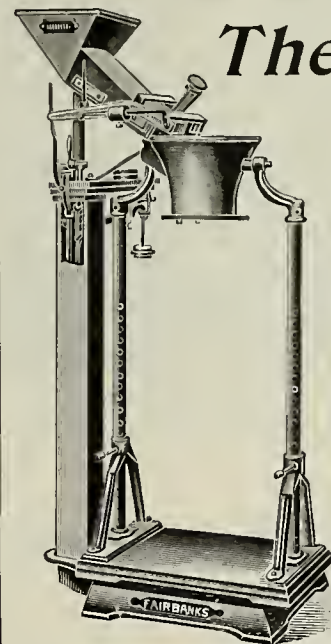
GENTLEMEN:—We are more than pleased with the Evans Wagon Dump you placed in our elevator last summer. Don't want anything better.

JOHN CRONIN & CO.

Price of Evans Wagon Dump complete \$36

MOULTON & EVANS,

304 Corn Exchange, MINNEAPOLIS, MINN.



The Bosworth...

Automatic Weighing Scale

FOR WEIGHING AND BAGGING ALL KINDS OF GRAIN.

Rapid work. Saves time.

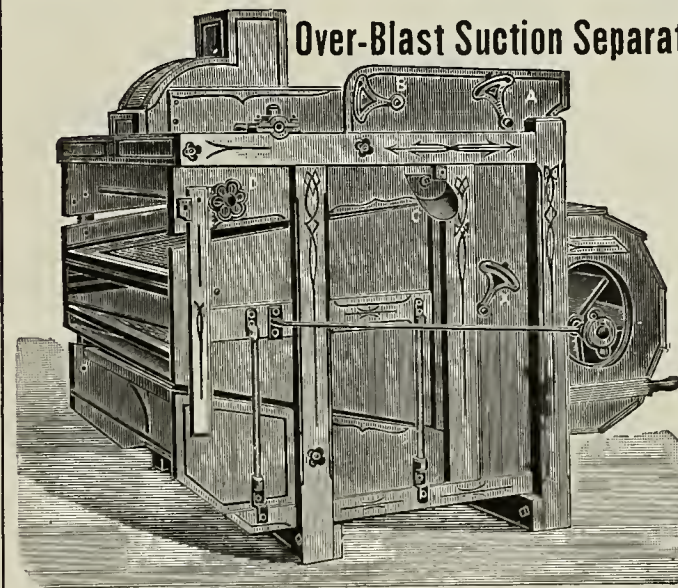
Accurate weight. Best investment that can be made.

Write for Circular and Prices.

Munson Bros. Co.,

UTICA, N. Y.

THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.



Over-Blast Suction Separator.

THE
STANDARD
IN THEIR
LINE.

"Grain
Cleaned
to a
Standstill."

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over Blast.

Address..... **DICKEY MFG. CO., RACINE, WIS.**

THE HESS SYSTEM OF GRAIN DRYING.

For Elevators,

Dries tough grain to merchantable condition at a cost of \$1.00 per car or less. The only drier approved and permitted free by Underwriters' Associations. The only machine in successful and general use in the terminal elevators of Chicago and other grain centers.

For Washed Wheat,

Dries and cools with one fan only in continuous flow, the grain moving by gravity alone, and drying to absolute uniformity.

For Oatmeal and Cereal Mills,

Dries with fire or steam. Will dry oats with fire heat in thirty minutes, with thorough mixing by gravity. No contact with hot metal, and popping impossible. Any flavor desired is secured.

For Rice, Cotton-seed, etc.

The quickest and most economical method in use. Applicable to any grain or seed, or anything of granular nature. Uses less power than any other.

Write for 1901 Catalogue, Just Out.

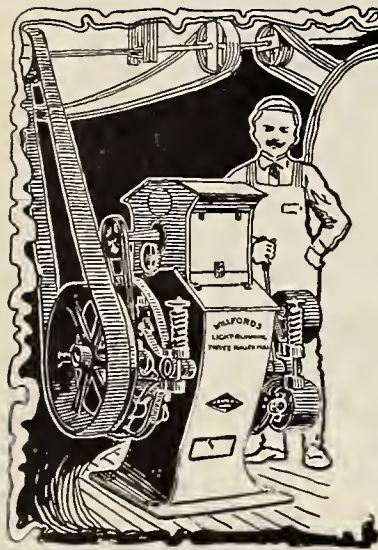
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Our New Catalogue No 26



(440 pages-cloth bound) containing not only a complete descriptive price list of our elevating, conveying & power transmitting machinery & general supplies, but also much useful engineering data will be sent upon application to those using or contemplating the use of machinery in our line.

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Western Ave. 17th-18th Sts. Chicago, Ill.



No Trick to Make Money

WITH THE

Willford Three-Roller Feed Mill

It takes so little power and attention to operate it, and does such perfect work that feed grinding with it is sure to pay. It is so strong and durable that there is no expense for repairs. Write for circulars and prices.

WILLFORD MANUFACTURING CO.,
303 South 3d Street, MINNEAPOLIS, MINN.

—LOAD YOUR CARS WITH—

THE IDEAL AUTOMATIC CAR LOADER.

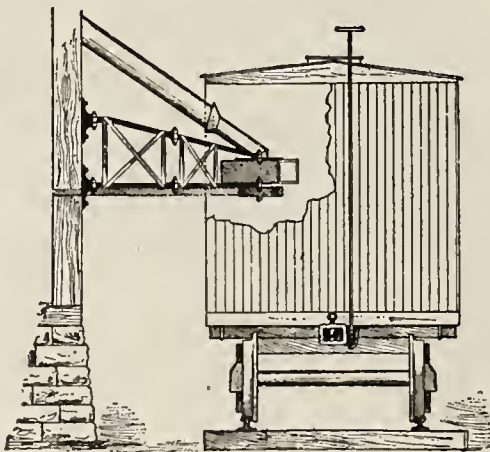
The best and most practical machine in the market for loading all small grain. We guarantee it to do its work satisfactorily.

WHAT IT WILL DO:

Loads both ends of car at same time.
Loads a car in twenty minutes.
Saves you its cost in 60 days. Scours and brightens the grain.
Cools grain that is beginning to heat.
Loads more grain in car than can be done by a man with a scoop.
Owing to its peculiar and novel construction it will not crack the grain.
It is impossible to have a choke-up.
Made of iron and steel, it is durable and easy to handle.

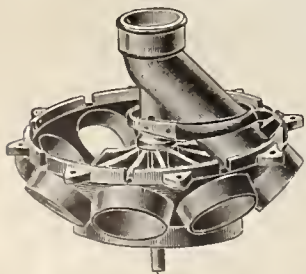
MADE IN TWO SIZES.
SPECIAL SIZES MADE TO ORDER.

WRITE FOR FULL PARTICULARS, PRICES AND TERMS TO **G. W. DOOLEY & CO., BLOOMINGTON, ILL.**



ECONOMY OF SPACE IS AN IMPORTANT FEATURE IN ELEVATOR MACHINERY.

The Hall Grain Distributor



Requires less room in the cupola than any known system of distributing grain. It is simple, systematic, substantial. Locks automatically and accurately—can't be blocked otherwise.
The **OVERFLOW SIGNAL** notifies operator on working floor when bin is full, without mixing a kernel of grain, without a moving part.

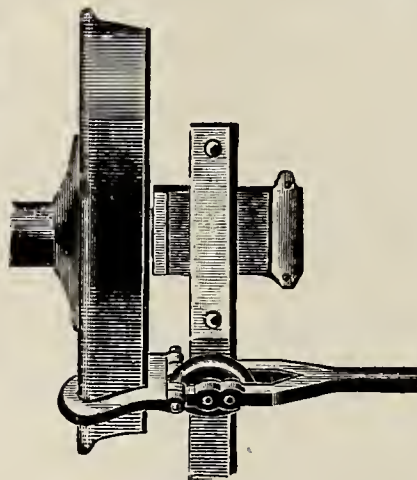
Patented April 17, 1900.

SEND FOR BOOKLET TO

Hall Distributor Co., 519 First National Bank Bldg., OMAHA, NEB.

SPECIAL CAR MOVER.

(PAT. APRIL 2, 1901.)



Moves train of cars on good level track.

Hook grips face of wheel and 3,000 to 4,000 pounds is applied in the direct course of the revolution of the wheel.

It moves a car with less power and greater speed than any mover on the market. Price \$5.00, F. O. B. Sac City, and shipped C. O. D., subject to trial and acceptance.

THE CONVEYOR CAR LOADERS have advantages over other loaders.

THE INCLINE ELEVATOR AND DUMP AND STORAGE SYSTEM is the best and cheapest ear corn and small grain storage. Grain Dealers', Farmers' and Feeders' plants solve the problem of cribbing ear corn, etc., without shoveling.

Grain dealers' elevator having 100,000 bushels' capacity can be built for \$3,500.00.

WRITE FOR FULL PARTICULARS.

H. KURTZ & SON, Sac City, Iowa.

THE B. S. CONSTANT SHELLER FEEDER

A MONEY SAVER IN EVERY ELEVATOR.

Latest Improved Grain Separators.

Water-tight Boots, Steel Tanks, Dust Collectors, Wagon Dumps, Elevator Boot and Sheller Feeders.



WRITE

B. S. CONSTANT CO.,
BLOOMINGTON, ILL.

Designers of Grain Elevators and Manufacturers of Grain Cleaning and Elevator Machinery.

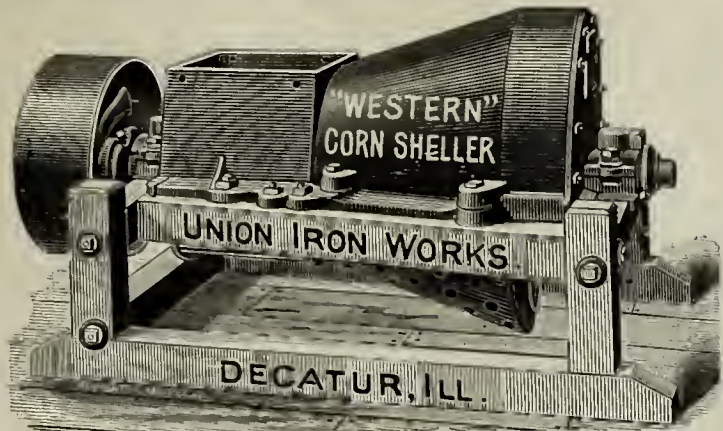


Dust Protector.

The "Perfection" with Automatic Valve compels perfect protection and ventilation. Improved and Enlarged. Thousands in use. Nickel plated protector postpaid, \$1.50. Cir. Free. Agents wanted.

H. S. COVER,
SOUTH BEND, IND.





"Western" Warehouse Sheller.

SOLE MANUFACTURERS

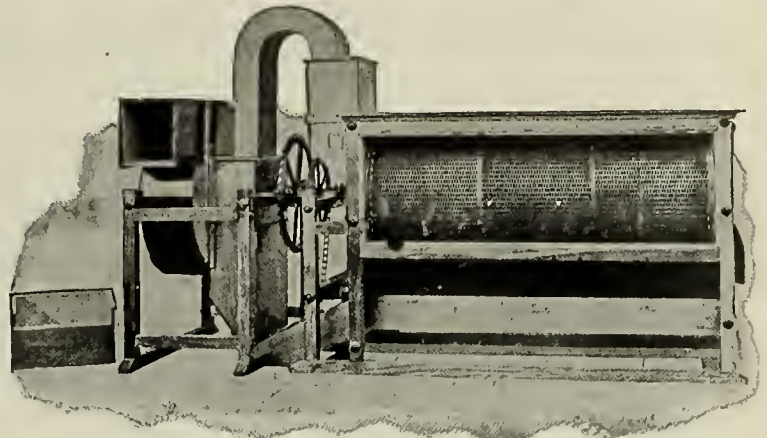
**"Western" Shellers and Cleaners,
BEST ON EARTH.**

Complete Elevator Equipments our Specialty.

UNION IRON WORKS, DECATUR, ILL., Grain Elevator Contractors and Builders.

Plans for Grain Elevators Made, on application, by licensed architect.

Write for Catalog.



"Western" Warehouse Cleaner.

JEFFREY ELEVATING CONVEYING MACHINERY

Standard Elevator Buckets.
For light and medium work in general.

OUR specialties include Chains—all styles;
Sprocket Wheels, Elevator Buckets,
Elevator Boots, Elevator Bolts, Cable Con-
veyors, Spiral Conveyors, Barrel Eleva-
tors, Package Elevators, Sack Elevators,
Grain Elevators, Shafting, Hangers, Pul-
leys, Rubber Belt Conveyors.

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THE JEFFREY MANUFACTURING COMPANY,
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MILLERS' NATIONAL INSURANCE Co.,
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It is a Mutual Company which insures
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\$472,753.43; surplus over all liabilities,
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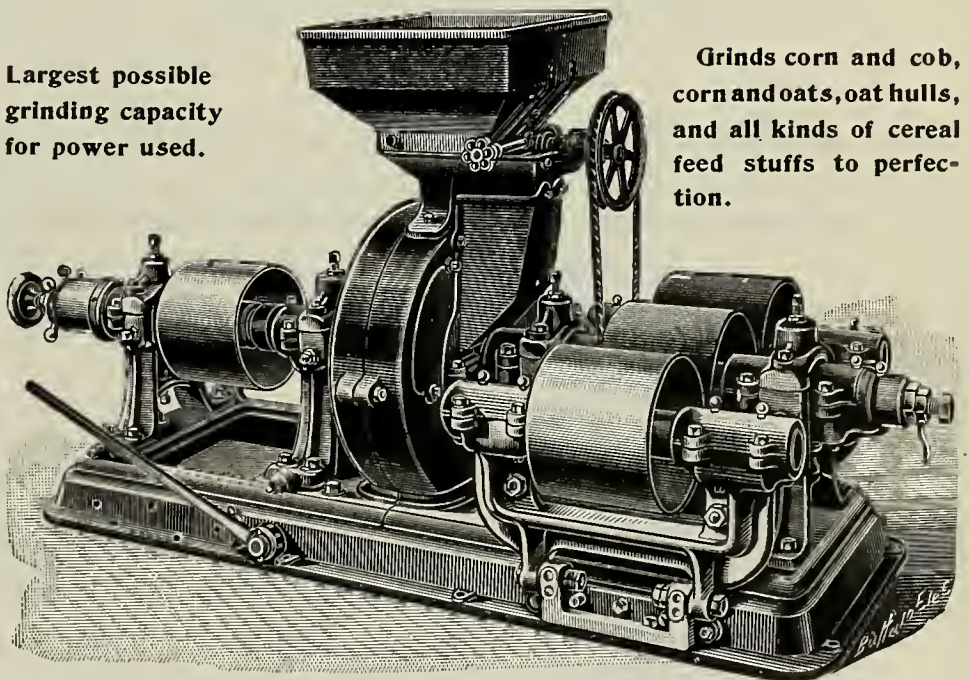
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statement, which fully explains the Com-
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Largest possible
grinding capacity
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Grinds corn and cob,
corn and oats, oat hulls,
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Will attract customers for you and place you beyond competition in the matter of
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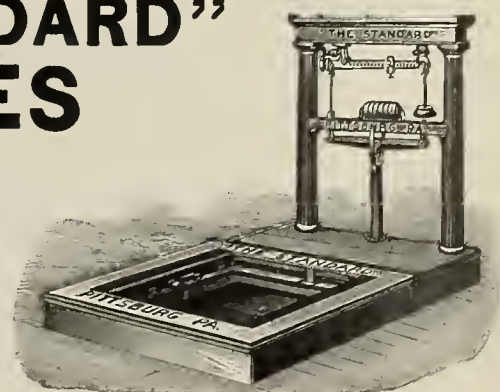
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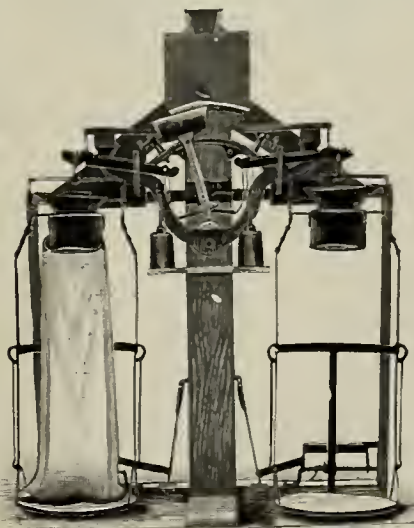
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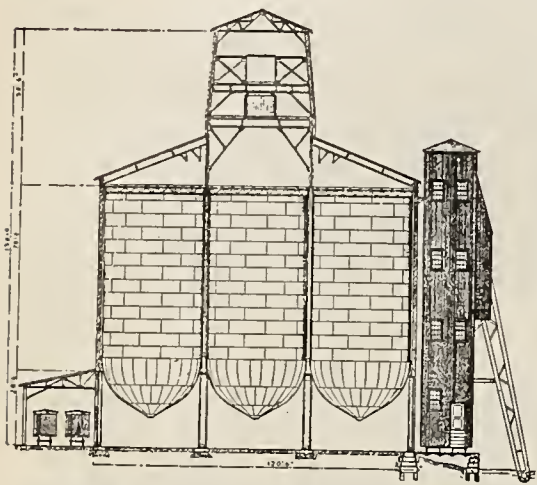
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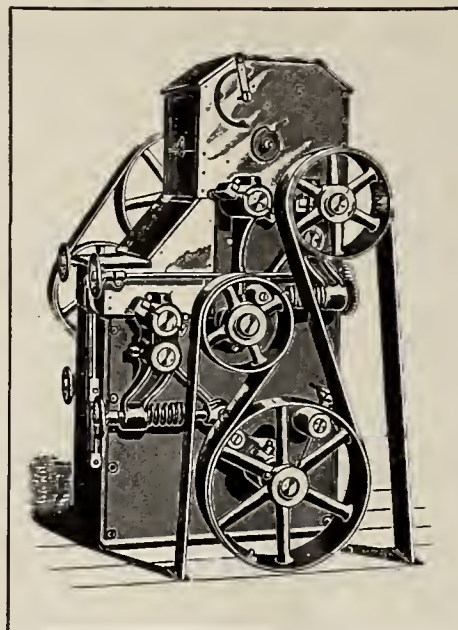
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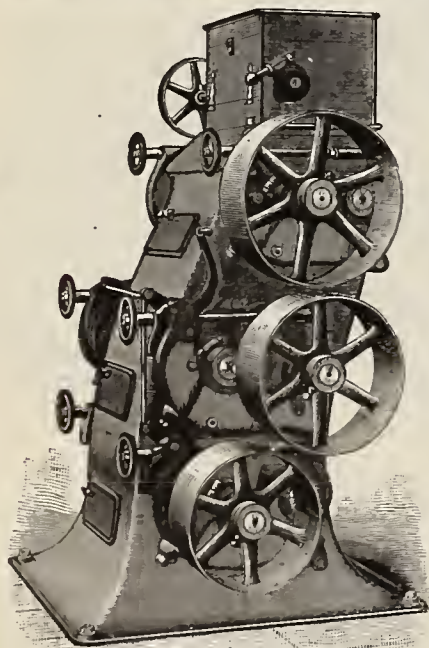
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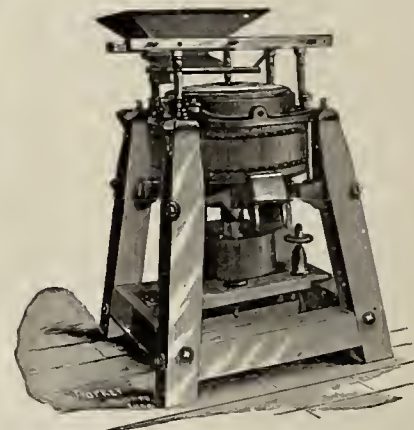
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DUST COLLECTORS (Tubular, Automatic).

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We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right

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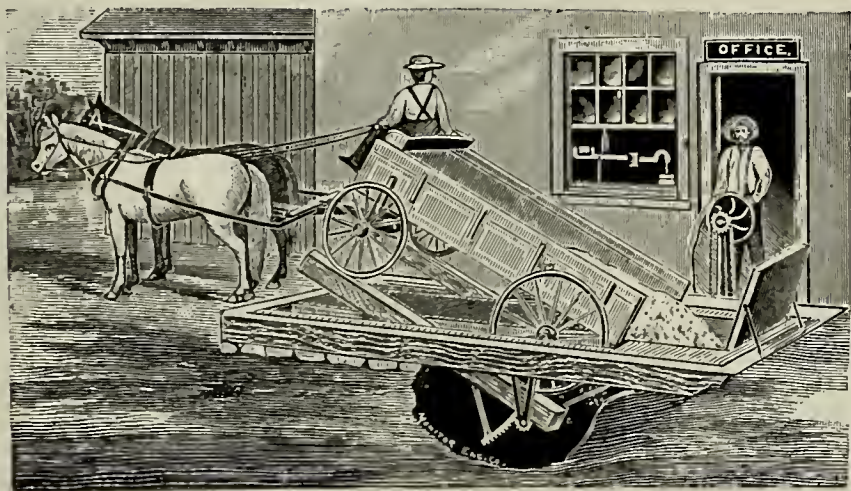
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Are the original and only Vertical Air Blast Machines.
The most practical cleaner for country elevators. Require but one-quarter the power of suction machines.

Write for catalogue and our Sample Plate, showing all sizes of perforations—
an article every grain firm should have.

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Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.
MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,
M. C. WOODWORTH.

MANUFACTURED ONLY BY

THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

Paine-Ellis Grain Driers

Are more largely used on this continent than all others combined, because they are the only machines that will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. These machines will operate successfully and rapidly at a temperature as low as 110 degrees. Practical millers and elevator men will appreciate this. It is one thing to kiln dry and another to put every kernel of grain into its normal condition by Nature's own method. *We can do it.*

For Particulars Address **The Paine-Ellis
Grain Drier Co.,**

53 CHAMBER OF COMMERCE, MILWAUKEE, WIS.

YOUR DEAREST WISH



AS CHEAP AS ANYBODY

There are certain things that every elevator man strives to obtain in his business—sometimes it is one thing, sometimes another. One man wants to get the expense down to rock bottom; another stays awake nights figuring out how he can make his product better.

The best way to gain your wish, whether it be quality of product or cheapness of cost of production, is to get the right machinery.

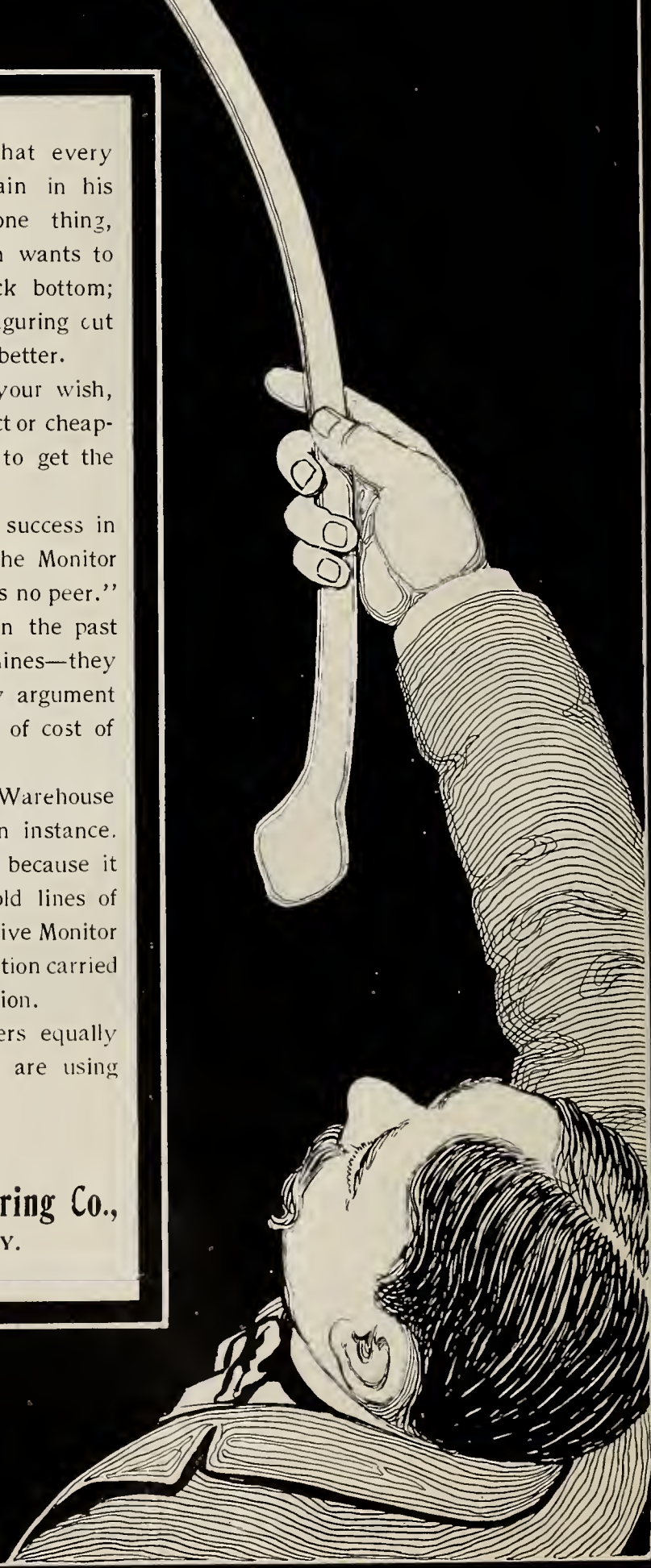
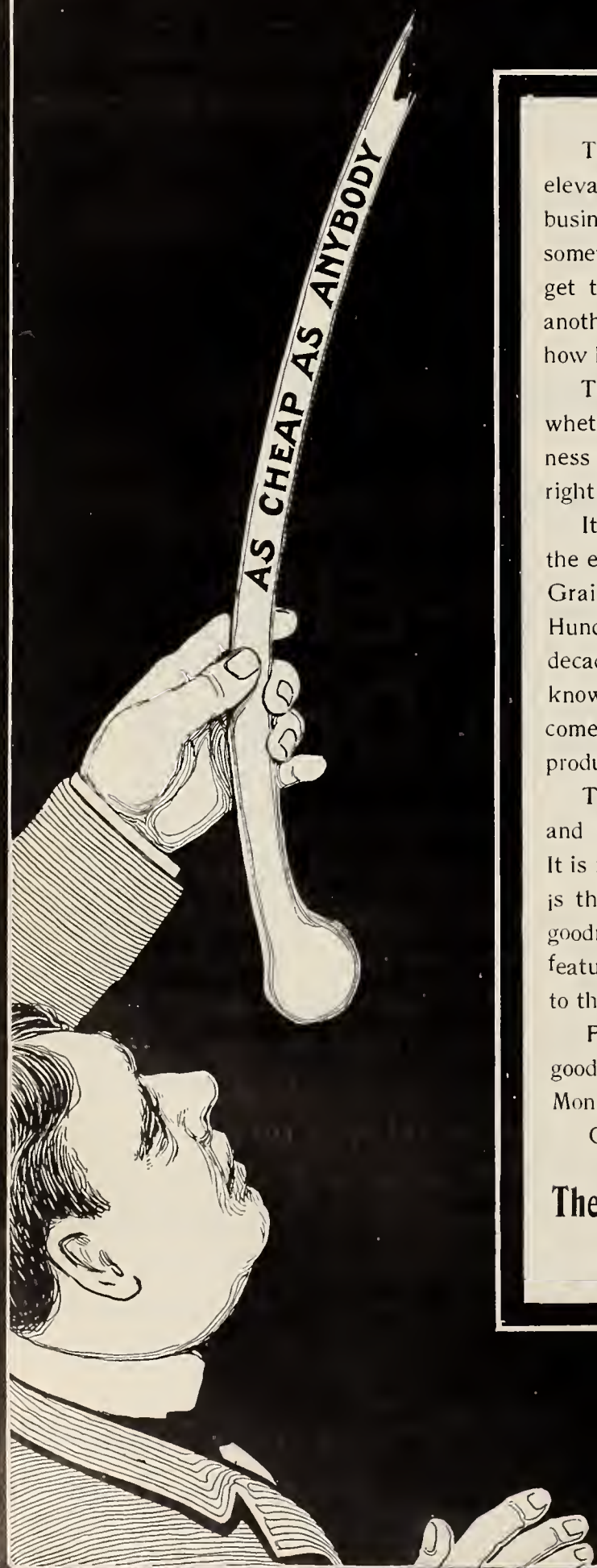
It has become an axiom of success in the elevator business that "The Monitor Grain Cleaning Machinery has no peer." Hundreds of elevator men in the past decade have bought our machines—they know now where the quality argument comes in, and the cheapness of cost of production, too.

Take our Monitor Dustless Warehouse and Elevator Separator as an instance. It is not only a good machine because it is the last word along the old lines of goodness, but it has the exclusive Monitor features of scientific air separation carried to the limit of absolute perfection.

For this reason—and others equally good—the modern elevators are using Monitor Separators.

Our catalogue tells more.

The Huntley Manufacturing Co.,
SILVER CREEK, N. Y.





A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XIX.

CHICAGO, ILLINOIS, APRIL 15, 1901.

No. 10. { ONE DOLLAR PER ANNUM.
SINGLE COPY, TEN CENTS.

NEW STEEL SHIPPING BELT GALLERY OF THE TEXAS STAR FLOUR MILLS.

One of the first commercial telegrams which came out of Galveston after the great storm of September 8, 1900, reached the Macdonald Engineering Company at Chicago. The shipping gallery,

belt from the engine shaft, 150 feet of 36-inch double leather, was destroyed. A telegraphic order was immediately sent to the Chicago Leather Belting Company for a new belt made to order. At the same time the contractor's superintendent, F. H. Clarke, was called from Buffalo, N. Y. The superintendent and the belt both came into Galveston on the same train, 48 hours later.

length. It then turns at right angles and extends along the dock 300 feet. It is equipped with a 36-inch belt conveyor, two automatic trippers, two traveling shipping spouts, and two stationary spouts. The conveyors travel 1,000 feet per minute, and have a handling capacity of 20,000 bushels per hour. The power transmission is taken by means of ropes from the elevator machinery to



NEW STEEL SHIPPING BELT GALLERY OF THE TEXAS STAR FLOUR MILLS ELEVATOR AT GALVESTON, TEXAS.
The Macdonald Engineering Company, Chicago, Engineers and Contractors.

built by this company a few years ago for the Texas Star Flour Mills, with part of the elevator building, had been spread for miles along the gulf shore of Texas, and the appeal was for immediate reconstruction. A few hours later, Mr. James Macdonald broke through the military lines which invested and controlled the city, and started the forces of restoration.

An example of Chicago alacrity was developed at this point worthy of mention. The main driving

The general tendency in reconstruction at Galveston is to build better and stronger than before, to guard, as far as possible, against future storms. This feature was incorporated in the design for the new gallery, illustrated in the engraving, which is built entirely of steel, and stands on good solid concrete foundations, and securely anchored to piles. The elevator building stands back from the dock 500 feet. The new gallery spans this space with steel trusses varying from 60 to 108 feet in

outer end of the first gallery, at which point both sections of the conveyor are driven. The roofs and wall are covered with galvanized iron; and as the humid atmosphere of the gulf is very destructive of unprotected steel work, all steel surfaces were thoroughly painted both before and after erection with Jones' Protective Coating.

A peculiar freak of the storm is noticeable in the cut, which shows under the gallery an oil tank, 40 feet in diameter and 40 feet high. This was

deposited at this point by the storm, having been carried along the docks for a distance of over a mile. The owners had previously tried to let a contract to have it moved to this very spot. It was "an ill wind" and all its benefits are not yet apparent. There was just enough in this freak to save the rule.

"ATLANTIC PORTS" AS REVISED.

At a meeting of the grain exporters operating on the New York Produce Exchange, held on March 20, the following-named ports were voted as the official Atlantic coast list; Boston, New York, Philadelphia, Baltimore, Newport News and Norfolk.

It was decided to reconsider the action taken some time ago by which St. John, Halifax, Montreal, Quebec and Portland were added to the list of ports which, under the rules of the Produce Exchange, shall constitute a good tender on "Atlantic seaboard" contracts. Letters were read by exporters, claiming that the system of inspection in operation at some of these ports was inadequate and that the out-turn of the shipments when they arrived abroad was such as to cause dissatisfaction and particularly reflect upon Atlantic seaboard contracts. A motion was made to include Montreal in the list of Atlantic ports, but it failed.

This puts Portland, Me., and Quebec on the "blacklist," although Portland at least has lately made such material improvement in its inspection methods as to entitle it to better consideration.

LLOYD J. SMITH ONCE MORE.

On March 27 Judges Chetlain, Dunue and Gibbons of the Criminal Court of Cook County, sitting en banc, quashed the indictments against Lloyd J. Smith, lately manager of the Chicago Elevator Company, and released him from custody.

Mr. Smith, it will be remembered, was manager of the Indiana (private) and the Wabash (public) elevators. The warehouse receipts that were not canceled by him as the grain was shipped were against the Indiana Elevator, the state registrar making no distinction between the two elevators. Smith was indicted and tried twice, the first being a mis-trial, the jury disagreeing, while on the second trial he was acquitted.

New indictments were then secured by the state on a similar charge, based on different receipts; whereupon his counsel filed a petition for a writ of habeas corpus, alleging that the indictments failed to charge the defendant with being a public warehouseman, it being contended that the indictment brought could lie only against a public warehouseman and not against his managers or employees.

This view the court sustained, the crucial point of a long decision (by Judge Chetlain) being the statement by the court that, "In the indictments it is alleged not that the relator was a public warehouseman, but that he was a certain warehouseman, to wit, 'general manager of a certain public warehouse.' If relator was a private warehouseman as distinguished from a public warehouseman he cannot be punished under the public warehouse act."

In determining the question whether or not Mr. Smith was a public warehouseman within the meaning of the statute the judges referred to the various times in which the public and private warehousemen and their employees are mentioned in the act. In conclusion the court said:

"We are clearly of the opinion, therefore, that a general manager of a public warehouse is not a 'public warehouseman' or a 'warehouseman of a public warehouse' within the limits or meaning of the statute and constitution of this state.

"It is an elementary principle of the law that every essential fact necessary to be proved in either a civil or criminal case must be pleaded, and the fact that it is not alleged in any of the indictments that the defendant is a public warehouseman and as such procured a license must be accounted for on the theory that no such license existed and that Smith was the general manager of the Chicago Elevator Company, as alleged.

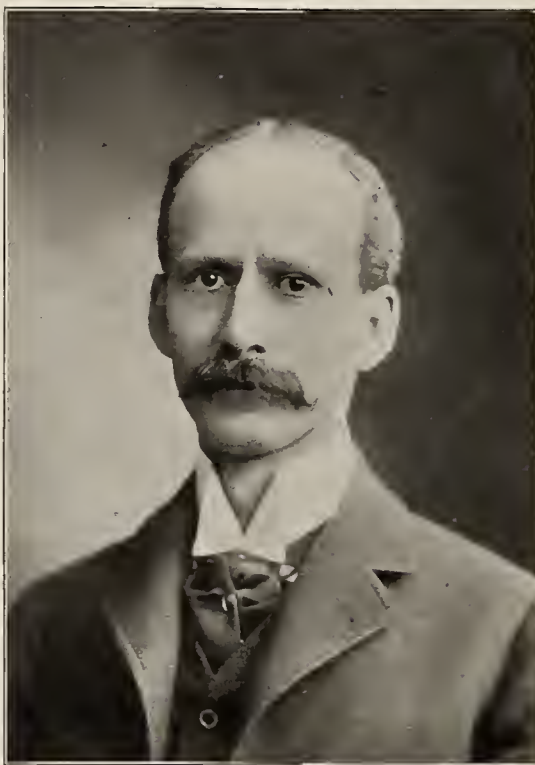
"This would of itself render the indictments void and any prosecutions under them of no avail.

"Considerations of public policy require the punishment of every person guilty of crime, and like considerations require that the time of courts should not be wasted in vain endeavors. Hence, as there is no statute to punish the acts sought to be set forth in the indictments as a crime so far as the relator is concerned, he must be discharged from his illegal restraint, which is done accordingly."

CLARENCE H. THAYER.

The ancients strove to rear their offspring under rules of living that would permit being said of their youths, "mens sana in corpore sano," or, in our own vernacular, "a sound mind in a sound body." But it has been demonstrated by our scientists that in order to bring about this much desired condition, it is necessary to go back a trifle of two or three generations to commence one's right living.

The conditions expressed in the old Latin motto are the result of having good ancestors, and Clarence H. Thayer, the subject of this sketch, gives credit, as one of the causes of his success in life,



CLARENCE H. THAYER.

to an excellent parentage. His mother's maiden name was Greenleaf, she being a granddaughter of Professor Simon Greenleaf, of Harvard, author of "Greenleaf on Evidence." On his mother's side he is also related to the Paca family of Maryland, and to bishops Wilmer and Phillips Brooks of the Episcopal Church. On his father's side, he is related to the old banking firm of John and Nathaniel Thayer of Boston. His father was born in Charleston, S. C., and his mother in Boston, Mass., while the son is a native of New York.

Mr. Thayer has been in the grain business for nearly 20 years, and has in that time accumulated a great deal of experience which is now devoted to the interests of his firm's customers. He first started in business in New Orleans with branch offices in St. Louis and Kansas City, and later associated himself with A. Le Duc under the firm name of Le Duc & Thayer, retaining the offices at the above points. The firm at this time also opened an office in Chicago.

About ten years ago Mr. Thayer associated himself with the W. R. Mumford Company and is now the general manager for this firm. The company was established in 1870 and now has branch offices in Minneapolis, Milwaukee and St. Louis. It does a large receiving and shipping business, making a specialty of handling wheat, barley and rye.

The Brown and Northwestern Elevators, at Buffalo, both "canal houses," have been sold and will be torn down.

ARMOUR & CO. INCORPORATE.

When, some time prior to the death of Philip D. Armour, the packing business of Armour & Co. was incorporated, the grain branch of the business continued as before. On March 14, however, this branch of the Armour interests was incorporated, a charter having been filed with the secretary of state for the Armour Grain Company; capital stock, \$1,000,000.

The effect of this step is to separate the grain and elevator business from the packinghouse and other interests. The Armour Grain Company will continue the business as it has been heretofore conducted by Armour & Co., the Armours retaining their share in the same.

The directors of the new company are J. Ogden Armour, P. A. Valcuttine, A. I. Valentine, George E. Marcy, E. M. Higgins and K. K. McLaren. The officers are A. I. Valentine, president; George E. Marcy, vice-president; E. M. Higgins, second vice-president; E. A. James, secretary and treasurer, and Charles W. Dingman, assistant secretary and assistant treasurer.

ERIE CANAL RECOMMENDATION.

Governor Odell of New York, on March 15, sent to the legislature of that state all the reports relating to the Erie Canal improvement, accompanying the papers by a message indorsing the cheapest plan as the best, but recommending that the adoption or rejection of that plan be submitted to the people of the state. As the matter now stands, the question is simply one of improving the canal system or of abandoning it altogether; in other words, have the canals outlived their usefulness? Or, if they should be abandoned, would increased freight charges result?

Five plans of improvement are presented in the reports accompanying the message, costing from \$25,143,241 (to complete plan of 1895) to \$110,893,313 (the barge canal), or, with interest added at 3 per cent, from \$1,396,846 to \$6,160,739 per annum, the state being required under the constitution to redeem all bond issues within eighteen years from their date. Making the tax statement more direct, the canal would entail a cost of \$4.43 to \$19.55 on each \$1,000 of estimated valuation of property for taxation in that state.

On the other hand, by the plan of 1895, the cost of actual transportation of cereals from Buffalo to New York, which has been 2.5 mills per ton per mile by rail and is 1.75 mills by the present Erie Canal, would be reduced to 1.16 mills, or by the barge canal to .88 mill, not counting interest on the improvement. The governor thereupon says: "The only difference in the cost per ton mile between the \$25,000,000 plan and the barge canal (\$111,000,000) would be .275 mill per ton mile. We thus see that from a competitive point of view the canal under either of these plans would carry freight at a lower rate than the railroads; and the rate by both plans being so much below the lowest rate given by the railroads per ton mile, it would seem that the advantage of the large, or barge, canal is not great enough to warrant the increased expenditure."

Taking the further consideration of speed, he finds that the increased expenditure of the barge canal is not warranted, three miles per hour being the limit of speed in either case in a regular canal prism; or, with a tow of six barges, two miles per hour. Finally, the carrying capacity of the 1895-plan canal would be 8,000,000 tons, while that of the barge canal would be only 10,000,000 tons, either figure being far in excess of present or immediate prospective needs.

The canal and lake routes named in three proposed plans are dismissed as impracticable, because involving the dangers to canal boats of lake navigation; so that the problem is reduced to three points: (1) Shall the canals be abandoned; or, (2) shall the 1,000-ton barge canal (cost \$110,893,313), or (3), the 1895 plan of improving the present canal (costing \$25,000,000), be recommended? The governor himself believes the only use of the canal

is as an arbiter of rates. He has not much faith in the notion that the enlarged canal would introduce iron making into the interior of the state; and he has an impression that the "declining commerce" of New York city is due to other causes than the condition of the canal system of New York state. He, therefore, concludes that the smallest possible expenditure on canals that shall fit them to act as a hammer on rates is the best; and this he believes can be accomplished by completing the improvements on the canal already begun under the plan of 1895. Wherefore, he recommends that the question of that improvement be submitted to the people for their indorsement.

H. L. MARSH & CO.

The dairy, poultry and other feeding interests of the farms of New England make a large domestic market for Western grain, as well as afford oppor-

MONTREAL ELEVATORS.

The Montreal elevator problem has come to the front again in the apparent inability of the so-called Conners Syndicate to raise the funds to fill its contract with the Harbor Board of that city. On March 12 discussion of the situation and of plans for getting elevators was again precipitated by Mr. James Crathern, who at a meeting of the Board gave notice of a motion favoring an application by the Board to the Dominion government for a special loan of \$1,000,000 at 3 per cent for the purpose of building two elevators in the harbor. Mr. Crathern's project was to erect two elevators, each of 1,000,000 bushels' capacity (afterward modified to one elevator of 1,500,000 bushels' capacity) to be under the exclusive control of the harbor commissioners and not of any railroad system or transportation company.

This project was a few days later endorsed by

undertake to get the Conners contract out of the road, in return for which the Harbor Board should pass Conners' deposit of \$50,000 to his (Wolvin's) account, while the government should guarantee both principal and interest on \$750,000 of bonds, the proceeds of which would be used to erect the elevator and warehouse at Montreal. In default of payment of said bonds by the company, the title to the property bonded should pass by agreement to the Harbor Board.

Captain Wolvin did not absolutely guarantee the amount of grain he would deliver at Montreal, but "had no hesitation in saying that within twelve months of the completion of the Port Colborne improvements, the company will handle at Montreal 10,000,000 bushels of grain, subject to the canal navigation being maintained in normal condition."

The Harbor Commission had practically decided to accept this offer. A contract to this effect could not, however, be closed with Captain Wolvin without the approval of the Ottawa government and the formal withdrawal of the Conners Syndicate. A deputation from Montreal called on Minister Tarte of Public Works, on March 28, to present the matter to him. They received, however, "no definite assurances," except that the government "objected to going into the elevator business" by building such works on public account.

It appears, unofficially, however, that the deputation got tangled up with itself in its way from Montreal to Ottawa, so that on their arrival at the capitol they found they had fallen upon different views upon the conditions of the question in hand; and when the interview transpired two separate propositions were presented. The one from the Harbor Board, namely, that originally adopted by the Board, was to allow Mr. Wolvin to proceed with the construction of his elevator on his own account and under certain restrictions. The counter proposal was to the effect that Mr. Wolvin should not be allowed to build the elevator, but that the city of Montreal should take charge of the undertaking, and then make it over to Mr. Wolvin on hire, as it were, on a basis of 5 per cent, 3 per cent on money, and 2 per cent on sinking fund. Meantime a critic of the Board says: "If elevators are required in the public interest, the simplest thing is for the Board to build them. If they are wanted in the interests of the inland carriers, the latter should be invited to coöperate. Doubtless the Canada Atlantic Railway Company, the Grand Trunk Company, the Montreal Transportation Company and other inland interests would do something for the scheme. . . . But it is sea-going tonnage that the port needs; not new inland forwarding lines, even if this scheme would bring them, which it will not. The existing lines could easily bring here three or four times as much grain and other goods for export as they now do, if the traffic was offered and ocean ships were available to carry it away. The Board should bend its energies and lend its credit toward making this an attractive and inexpensive port for ocean shipping. I wonder whether the Board look forward to making Montreal a free port, and when that consummation is reached what compensation will Mr. Wolvin's company give for the free use of the Board's property? The proposed action on the part of the Harbor Board is peculiarly inopportune at the present time. Within the past few weeks we have been cheered by evidence that the studied parliamentary neglect which Montreal has labored under since confederation was passing away. The budget debate proved conclusively that there was a consensus of opinion on both sides of the House of Commons that Montreal is to be the port of the Dominion, and should be dealt with from that standpoint. It is now a matter of first importance that we should have confidence in ourselves and cease importing wildcat schemes from either Buffalo or Duluth."

Meantime J. R. Booth, principal owner of the Canada Atlantic Railway and of the elevators of the "Parry Sound Route," offers to build one of the said elevators which he agrees to equip to receive grain from water and from cars and deliver it to



THE BRIGGS ELEVATOR AT NEWPORT, R. I., OPERATED BY H. L. MARSH & CO.

tnities for the creation of a distributing business of no mean importance. The wholesalers are located at the railway centers, from which the grain is distributed through retail feed dealers in the minor towns or is sold to the larger consumers directly.

The elevator shown in the accompanying engraving, built by H. W. Briggs, at Newport, R. I., in 1896, and operated by H. L. Marsh & Co., is a type of the best class of New England grain elevators. It stands on the Old Colony Division of the New York, New Haven & Hartford Railroad. It is 40x60 feet in size, of modern construction, and has all the necessary machinery for handling the grain of a business requiring a storage capacity of 50,000 to 60,000 bushels. The machinery is operated by electric motors.

The Nebraska Experiment Station has just issued Bulletin No. 68, which treats of the subject of raising calves. In the experiment comparisons are made between raising calves on separate milk and allowing them to run with their dams. Residents of Nebraska wishing the bulletin may obtain it free of cost by writing to the Agricultural Experiment Station, Lincoln, Neb.

the Montreal Corn Exchange at a special meeting, when a motion was adopted "reaffirming the Exchange's conviction that such elevators should be built and controlled by the public authority and operated in the public interest alone as an adjunct to the traffic of the canal, the Intercolonial Railway and the harbor." This motion, together with a plea for the erection of one or more elevators by the government independently of any acts of the Conners syndicate was thereupon forwarded to the Ottawa government.

Then Captain A. B. Wolvin of Duluth, of the American Ship Building Company, came forward with a proposition to carry out the Conners scheme, he having been a member of that syndicate. Captain Wolvin offered to form a stock company which should have authority to issue 40-year 4-per cent bonds for \$750,000. He wanted the use of both piers on Windmill Point Basin, one for elevator and one for freight warehouse sites, on a lease of fifty years with right of renewal or removal on two years' notice, at merely nominal or no rental. He would bind himself to furnish a grain fleet to operate between Port Colborne and Montreal and to erect terminal facilities at Port Colborne at a cost of \$3,500,000. He would also

steamers at any point in harbor reached by carriers at $\frac{1}{2}$ c per bushel, including ten days' storage, each additional ten days or part thereof $\frac{1}{4}$ c per bushel. In consideration of above, the Harbor Commissioners to guarantee principal and interest on \$850,000 fifty-year $3\frac{1}{2}$ per cent. bonds and give free lease of necessary ground for elevator and carriers. Lease to be for fifty years, with privilege of renewal for additional fifty years. Or, he will build two elevators, as marked No. 1 and 2 on plan, same terms and conditions as above, with elevated tracks to both elevators. Harbor commissioners to guarantee \$1,250,000 bonds and interest at $3\frac{1}{2}$ per cent. bonds to be for fifty years, same as above. He would submit that in his opinion two elevators will give much better satisfaction than one, as it will double capacity of unloading from boats and cars, and will also double the capacity for unloading vessels. If the first plan is accepted, he will agree to furnish at least 12,000,000 bushels of grain per season, and if second plan is accepted, will guarantee loading for all vessels arriving in Montreal port up to 24,000,000, it being understood that vessels accept proper proportions east of Montreal.

Still another proposition comes from Chicago, M. H. Bennett, of the Calumet Elevator Company, promising to make definite proposition on May 1, and one from J. A. Jamieson of Montreal.

[For the "American Elevator and Grain Trade."]
HANKLESPIEL DISCUSSES BUCKETSHOPS.

BY RUBY HANKLESPIEL.

I haf a friendt who is a speculationist. He is a speculationist from der desirings unt from der heredititness. His fater was a speculationist pefore him, unt he takes py der science of speculationing mit much naturalness. Aboutt all dot his fater left him was dot fever of speculationing, unt when der oldt man diedt, he called der poy py his betside in unt set: "My poy, I leaf you not much monies, but some fine advices. I belief dot der May corn vill go to 50 cents in a couple of weeks. Puy, mine son, puy; unt if you magke some vinnings, puy me a monument oudt, unt magke some inscriptions on it as this:

"Here lies der speculationist,
 In one long lufly trance.
 He may be high, he may be low,
 He hat to take der chance."

Dot was how mine friendt come py his desirings to be a speculationist.

From der observationings dot I haf madt, I don't haf some believings dot mine friendt makes much monies by his speculationings. He deals in der market py a pucketsharper, unt I haf yet to know der time ven he has not been on der wrong side oudt of der market. Id is always der next time alretty dot he shall magke a vinning, is effer der cry of der pucketsharper. Not very long ago I haf seen a letter from der broker to mine friendt, unt as I haf a gute remembering I vill written it oudt below. Der letter was as der following:

—, March 1, 1901.

"Our tear friendt:—Ve haf receivedet your favor of der twenty wunst of der letzen month, mit der order unt der check; unt ve haf a very grate sorrowing to explanation to you dot der market has been against you again alretty. Howeffor, do not haf some discouragements. You may do petter next time. Ve hope dot you vill try der market again soon, as ve are needing der money. Der vife of mine partner is sick unt he has some big toctor's bills to pay yet, unt I am building me a new house oudt. Ve can information you dot in our opinioning, at der present prices, it don't magke any difference vat you puy, so long as you puy. Ve hope to hear from you soon, unt haf an order for a large amoundt of stocks. Just send der money unt pny or sell, ve vill do der rest. I haf ordered a \$50,000 Rosa Bonheur painting for my new house, so der gwicker ve haf your orderings to do some puying for you der petter ve likes it. Remember der motto, 'Der foolish man mit his monies is soon yet parted.' Ve haf some grate appreciations of your business. Ve like you, unt are proudt to say dot ve estimation you as one of our best friendts. Magke der

next order as big as possible unt magke some accompanings of it mit der check oudt. Ve like to keep busy cashing checks unt seeing our pank accountt grow. Goot-pye, our tear friendt.

"Feelingly yours,

"PUCKETSHARPER.

"PS.—If you haf knowledgement of some fine farms for sale in der neighborhood vere you are at, please notification us. Ve vill haf to burn our monies or else puy something to get rid of it. P."

Ven I haf read this letter oudt, I haf set: Vel, Ruby, der speculationing is a fine thing. Aber ven you and me do some speculationing ve vill puy our stocks on der reckular exchanges. Ve don't haf some feelings in our mindt oudt, dot it would delighten us to puy some Rosa Bonheur paintings or some fine farms unt new houses for der pucketsharper.

E. M. FLICKINGER.

The subject of this sketch is at present the superintendent and general manager of the Farmers' Grain and Elevator Company of Kingfisher, O. T.

He was born in 1861 at a small town called Seven Mile, near Hamilton, Butler County, Ohio, where his father was engaged in the grain and stock busi-



E. M. FLICKINGER.

ness and proprietor of flour and saw mills for a period of thirty-five years. His father, J. K. Flickinger, was also a member of the Cincinnati Board of Trade for quite a number of years.

E. M. Flickinger, or Ed., as he was familiarly called, after finishing his common school course, attended Otterbein University at Westerville, Ohio, for two years and spent one year at the National Normal University at Lebanon, Ohio, preparatory to teaching school. This occupation he followed for ten years after leaving the mill work and was engaged as superintendent of the Hennessey, O. T., public schools at the time he accepted his present position in July, 1898.

E. M. Flickinger is a member of the Oklahoma Grain Dealers' Association and conducts the business of his company (by whom he is employed) in his own name, as though it were his own individual business, and is given full charge and responsibility of the management of the institution with instructions to conduct it as any other elevator is conducted—for all the profit it can make legitimately. He makes a report to his board of directors each month, giving an itemized account of all business transacted.

Mr. Flickinger outlined the plan and superintended the construction of the Farmers' Elevator, as it is called, which is modernly built and equipped, having a capacity of 30,000 bushels.

Of the 1900 crop he has shipped thus far 335 cars, a total of 280,000 bushels, of wheat, which is more than the elevator's equal proportion, as there are

nine other elevators, including the mill, in the grain business at this point. Kingfisher has the reputation of being the largest local wheat market in the world; the amount of wheat handled there this year being not far from two million bushels, principally of the hard variety.

The business of the institution under the present management has been quite successful and entirely satisfactory to the stockholders, most of whom are farmers of the surrounding community.

PUTS AND CALLS AT MILWAUKEE.

The reforms of the past year in the "manners and customs" of the Chicago Board of Trade have not met with the approval of the members of the Board as a whole. The elevator interests and the purely speculative interests alike have found fault. The latter element has been disgruntled ever since the directory, with becoming regard for the laws of the state of Illinois, which hitherto had been most flagrantly defied, abolished trading in puts and calls, which is particularly forbidden by the Illinois criminal code as a species of gambling. The efforts to kill the bucket shops have also been objected to, on account of the inevitable interference with the unlimited circulation of quotations and other market news. When, therefore, the directory posted for approval or rejection a rule limiting the amount of miscellaneous market information that may be sent to customers by owners and lessees of private wires, the "cloud burst;" and during the last two weeks of March no less than thirty-five firms purchased memberships in the Milwaukee Chamber of Commerce, a bull movement in that property which sent prices from \$78 to \$200 net on less than two days' trading.

The Milwaukee Chamber had been substantially moribund for a long time; but it rose to the situation like an April trout to an attractive fly. Realizing that for the present at least the option business is the bait that has attracted the strangers, the Chamber's committee on rules promptly framed such amendments as the Chicago men desired, and the following were promptly approved by the Chamber, being satisfactory to the Chicago men:

Resolved, That section 1 of rule 11 be and is hereby amended by adding thereto the following:

"Provided, further, That on contracts for the future delivery of wheat, corn and oats, warehouse receipts of the licensed public elevators of Chicago, approved by the board of directors of the Milwaukee Chamber of Commerce, may be delivered in this market in fulfillment of such contracts. The proprietors of such licensed public elevators of Chicago shall file with the secretary of the Chamber of Commerce a bond, with sufficient surety or sureties, in such sum and subject to such conditions as may be required by the board of directors of the Chamber of Commerce for the security of the public. Chicago No. 1 Northern and No. 2 red wheat, Chicago No. 2 corn, No. 2 white or No. 2 yellow corn and Chicago No. 3 white oats, or the higher grades of wheat, corn and white oats, shall be the grades deliverable when Chicago warehouse receipts are delivered on contracts in this market."

Resolved, That section 7 of rule 11 be and is hereby amended by striking out the words "No. 2 white oats" and substituting in place thereof the words "No. 3 white oats," and inserting after the words "No. 2 corn" the words "No. 2 white or No. 2 yellow corn," as the grades deliverable on contracts in this market.

Resolved, That rule 30 be and is hereby amended by adding thereto the following, to be known as section 24: "On contracts for future delivery of beef, sheep or hog product, Chicago registered warehouse receipts conforming to the rules of the Chicago Board of Trade may be delivered in fulfillment of such contracts in this market."

In further effort to make it pleasant for everybody, the Chamber officials on March 30 appointed Harry Berger (chairman), Wallace M. Bell, A. K. Taylor, Adolph Flertzheim and B. G. Ellsworth a committee to prepare a plan for the establishment of a clearing house. Everything, therefore, will be shortly in readiness for wide-open business without limit.

Just how this movement will effect the Chicago Board's business remains to be seen. The Chicago speculators are disgruntled, there is no doubt, yet every movement at reform by the directory at Chicago last year was formally approved by vote of the members of the Board. Both President Warren and Secretary Stone profess to believe the effect will be beneficial to Chicago. Trades in privileges will certainly broaden at Milwaukee, as they have, of course, declined at Chicago. It is possible in time

that the cash business also may gravitate somewhat in the same direction. The city has but three railroads, however, all Northwestern lines; but the freight rates in and out are the same as those of Chicago, and Northwestern corn has been for some time past seeking Northwestern markets in a tentative way.

PLAN OF A MODERN 30,000-BUSHEL GRAIN ELEVATOR.

The accompanying illustration shows plans of a modern 30,000-bushel grain elevator now being built by L. R. Smith & Co. at Sullivan, Ill., after plans by G. T. Burrell & Co. The elevator occupies a

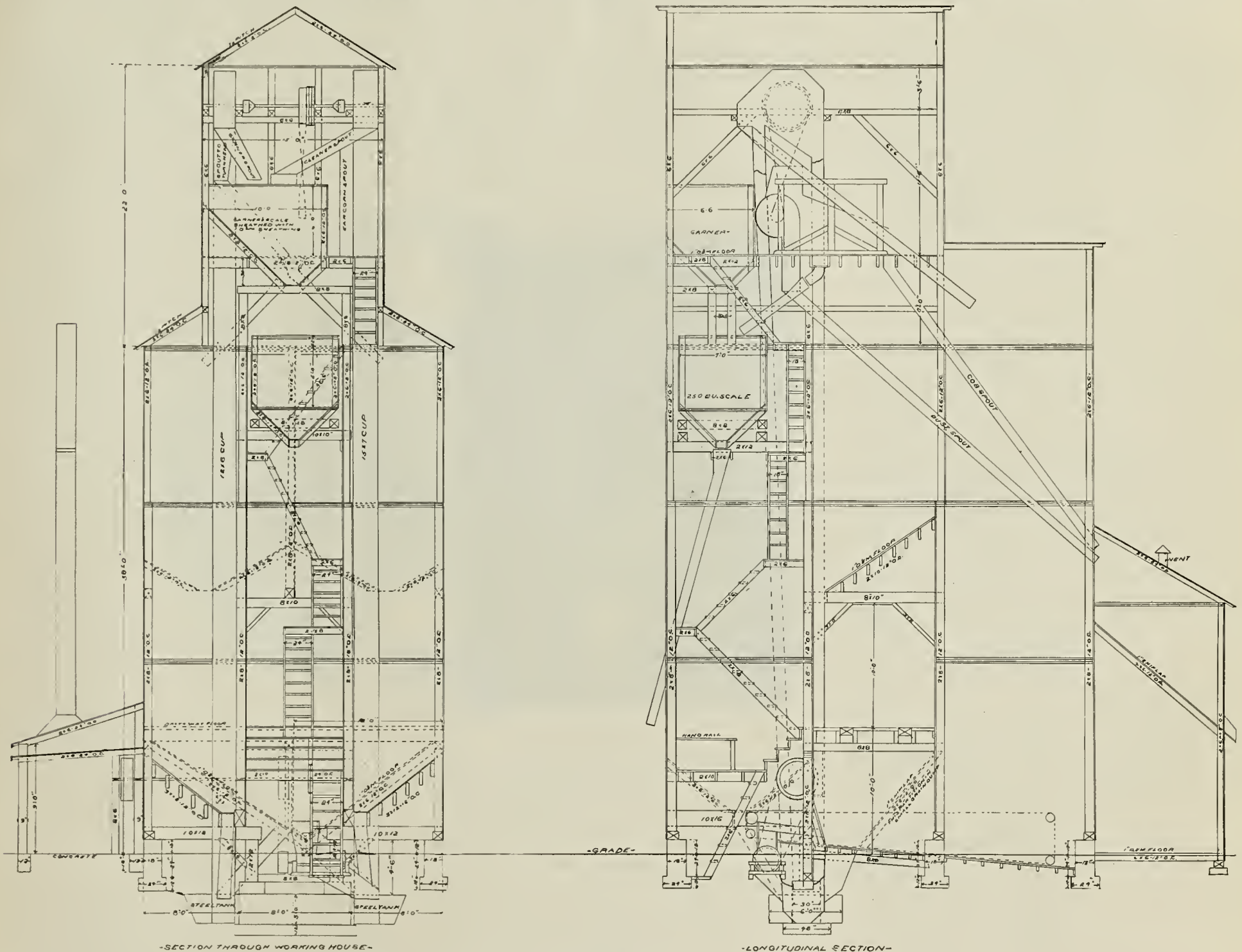
WEIGHING AT ST. LOUIS.

In order to bring about the reforms in weighing grain at St. Louis suggested by the meeting in that city on February 26 and 27 of officials of the western grain dealers' associations with the Merchants' Exchange, the St. Louis receivers and shippers of grain on March 7 held a meeting and appointed a committee of eight to devise a plan of procedure. This committee reported to another meeting held on March 13 a petition which it had prepared, addressed to the general freight agents of the South-eastern roads entering St. Louis and East St. Louis, requesting the latter to allow $\frac{3}{4}$ cent for 100 pounds for transferring and weighing grain through the public and private elevators of those cities. This

petition representing 4,000 shippers has forced us to take immediate steps to make a radical change in our methods or lose a large part of the grain which is naturally tributary to this market.

Along the same lines the committee of eight addressed a petition to the chief grain inspector, requesting that the inspection rules be so amended that reconsigned grain may be passed through an elevator with but one inspection. The committee says it finds it desirable to handle all reconsigned grain from St. Louis through elevators, mainly in St. Louis, when destined for points beyond St. Louis, either in bulk or in sacks.

According to the rules of the Missouri State Board, grain handled through public elevators is subject to inspection in and inspection out, except possibly in case of being transferred through a public elevator from car to car, and as contemplated arrangements include carrying the grain ten days free of storage, if necessary, necessitating throwing back into bins, it



WORKING PLANS OF A MODERN 30,000-BUSHEL GRAIN ELEVATOR IN OPERATION AT SULLIVAN, ILLINOIS.

ground space of 36x24 feet and is 60 feet in height, including the cupola, which has a height of 24 feet. There are seven bins in all, with capacities ranging from 4,600 to 7,000 bushels.

The elevator is equipped with two stands of elevator legs, one 12x6 and one 15x7, two sets of dumps, one car-corn conveyor and a 500-bushel Marseilles Cleaner and Sheller. All power is by rope transmission, using the Burrell Head Shaft Drive.

The driveway is in the center of the house. Grain from wagons is dumped into the receiving sink beneath the driveway and conveyed by chain conveyor to the elevator boot and sheller. The elevators carry it to the 1,000-bushel garner in the cupola, from which it discharges into a 250-bushel United States Standard Hopper Scale. From the scale it can be spouted either into cars or bins.

A 25-horsepower Atlas Engine and 30-horsepower boiler furnish the power.

petition, which was signed by nine of the thirteen directors of the Merchants' Exchange and sixty grain dealers and commission houses, says:

By your granting this request we will have privilege of sacking the grain at the elevators during the transferring, the elevator people agreeing to provide facilities for doing the sacking, so that when you furnish cars for the grain, the same will be promptly returned to you, and ready for billing and being loaded to capacity of cars, etc.

You not only save time in loading your cars for shipping, but you save the expense of handling loaded Western cars, and crowding your car-tracks, making it impossible to do satisfactory work. Further, it will enable us to handle a larger volume of trade by being able to promptly unload the Western cars, enabling the commission merchants to make prompt returns to the Western shippers, with official elevator certificates of weights.

In granting this petition, you also will be able to enlarge your Southeastern trade in this grain, which now is virtually nothing, owing to the present inadequate system. Country shippers West, and elsewhere, refuse to allow their grain to go beyond St. Louis in bulk, without being officially weighed in elevators. They also object to the present manner of car-to-car sacking and weighing, and a recent visit of a delega-

would subject such grain to two inspection charges, one in and one out, and in consideration of this being through business and so billed to an outbound road, via the elevator for weighing, transfer or sacking, we would ask that you waive that portion of your rules necessitating two inspections, and let this through grain, when so billed, go through the public elevators, both in and out, with one inspection only.

We believe this contemplated new arrangement would largely increase inspection of grain at St. Louis, as it will increase the receipts of grain at St. Louis very materially.

Still another meeting of the receivers and shippers was held on March 15, when the committee of eight again reported. This report was divided into three sections. The first section had reference to reconsigned grain; the second section covered the question of wagon-yard delivered grain; and the third section dealt with the appointment of supervisors of weighing and inspectors of scales to work under the supervision of the Merchants' Exchange.

In regard to the section of the report concern-

ing reconsigned grain, the committee stated that it had the matter well in hand, but not brought to a conclusion.

In the second section of the report the committee recommended that grain for wagon delivery be confined to the following five yards only: For the Wash west, the North Market Street yard; for the "K" line and the M., K. and T., the Tyler Street yard; for the Terminal Railroad Company, the Main and Biddle Street yard and the Eighth and Gratiot Street yard; for the Missouri Pacific and Frisco roads, the Seventh Street yard. Wagon delivery of grain to all other yards the committee recommended to be discontinued until the yards are guarded to prevent the stealing of grain, and equipped with suitable scales and weighers that will meet with no objection from the receivers.

One of the most important recommendations the committee made was in reference to paying the charges for weighing grain. It recommended that all receiving houses discontinue allowing any weighing charges or showing the same in their accounts of sales, but that all weighing charges be paid by the buyers. At present the shipper of grain to St. Louis is compelled to pay the charge of weighing, and it is always charged to his account by the commission firm handling his grain for him. The receivers believe that by compelling the buyers to pay the weighing charges more country shippers would be induced to send their grain to St. Louis, the relief from the weighing charges acting as a bonus.

The third section of the report of the committee concerned the system of weighing grain and the supervision of the weigh-masters and the inspection of the scales. The recommendation of the committee provided for a radical departure from present methods. The report urged that the Merchants' Exchange employ one or more competent supervisors of weighing on each side of the river to examine all scales weekly, giving special attention to the manner in which the weighing is done and making a weekly report to the directors of the Merchants' Exchange. These supervisors would be empowered to inspect all scales at public and private elevators, mills and other private industries, and also all wagon scales. Reports of scales found to be defective or irregular in weighing would be posted on the floor of the Merchants' Exchange and continue to remain so posted until it is satisfied that the scales in question have been remedied. The report of the committee as a whole was adopted unanimously and the committee continued with power to act.

The report of the committee of eight in regard to wagon-yard delivery was discussed at length, there being some objections to it. It was finally decided that the chairman, G. L. Graham, should appoint a committee of three to examine all wagon-yards in St. Louis and East St. Louis and confer with the respective roads owning these yards regarding facilities for weighing, and report to the committee of eight, which, in turn, will report to the general body of receivers and shippers at a future meeting to be called by the chairman, at which time it is expected the matter of wagon-yard delivery will be finally settled.

The recommendation that the buyer pay the weighing charges was also a much-discussed one at the meeting. Finally a motion was carried unanimously authorizing the chairman to appoint a committee of three to present the matter to the board of directors of the Merchants' Exchange. This committee of three will request the directors to have a vote of the members of the Exchange taken on an amendment to the rules governing that organization which will provide that the buyers shall pay the weighing charges on all hay, grain, seeds and country produce weighed in St. Louis or East St. Louis. The same committee will also urge the adoption of the recommendation made by the committee of eight that the Merchants' Exchange provide for and employ supervisors of weighing.

Chairman Graham appointed as such committee, Robert S. Young, J. O. Allen and Thomas K. Martin, who began their work of inspection on March 21 or 22.

A meeting of the feed-store proprietors was held on March 21, at the Merchants' Exchange, on invitation of a committee of eight to consider the incidence of the weighing charge. This was freely discussed, but no formal action was taken at that time.

J. W. PROBASCO.

Few grain dealers of Illinois who have passed away are more kindly remembered by the trade than the late William B. Probasco, of Bloomington. A thoroughly upright and conscientious man in his dealings with his patrons, he was also consistently strenuous in his support of grain dealers' organizations, and his advice and counsel as to their management was always listened to with respect by his fellow dealers. The latter will, therefore, be pleased to know that the business which he built up has descended to his son, a young man whose portrait it is a privilege to print herewith.

John W. Probasco was born (1873) and raised in Bloomington. Graduating from its public schools, he went to the Wesleyan University, in the same city, and upon graduating from that institution, department of belles lettres, with his degree of B. S., he entered the law school, from which, two years



J. W. PROBASCO.

later, he got his degree of LL. D. Like so many young lawyers, he at once plunged into politics and was honored by his party with appointment to be secretary of the county central committee, the most exacting executive position in party politics in the midst of a general election campaign. The campaign of 1896 being concluded, he settled down to law practice, which he continued with most encouraging results until 1899, when the death of his brother compelled him to divide his time between his law office and his father's grain office. Finally the cares of a growing business became so heavy a load upon the father, not in robust health, that the son wholly abandoned the law and devoted his entire time to the grain trade. On the 6th of March, last, the father died at Mobile, Ala., whither he had gone for a winter's vacation, an event which threw the entire business into John W. Probasco's hands.

The son has confidently assumed the responsibilities thus thrust upon him, and with laudable reverence for his father's name will continue the business as William B. Probasco's Son. While not regularly and exclusively engaged in the grain business until the past two years, nevertheless, as nearly all his spare time, even during his school years, was spent in and about his father's office and elevator, he has become familiar both with his father's methods and with the technicalities of the business by absorption, so to say; and he has seen, if not actually been a part of, the growth of that business from a single house at Bloomington to one

operating seven branch houses as well, located at Covell, Merna, Towanda, Hendrix, Yuton, Barnes and Twin Grove, giving him an elevator on all the roads radiating from Bloomington. Mr. Probasco is well liked by his late father's patrons, all of whom have promised him a continuance of their trade; and there is no reason to doubt that the business will be continued with success to its owner as well as with satisfaction to its large list of patrons.

ILLINOIS VALLEY GRAIN DEALERS' ASSOCIATION.

One of the largest meetings the Illinois Valley Grain Dealers' Association has as yet held was convened at Streator on the evening of March 28. President Kilduff called the meeting to order at 8 p. m.; and after the reading of the minutes of the previous meeting by Secretary Dunnaway, the following dealers were admitted to membership: Winter & Harty and John Bolin, Munster; Homer Thon, Garfield; H. Defenbaugh, Reading; Ed. Miller, Ancona; Bell Brothers, Lostant; M. Eisenhauser, Dimmick.

E. J. Noble, chief grain inspector, Chicago, was introduced by the president and made a short address. He said in part: I presume the object in having the chief grain inspector of the Chicago market address you is to enable you to make your grievances known, if you have found anything wrong with the inspection department. I believe that there is great benefit to be derived to the members from the various organizations which grain men have formed throughout the country. The grain trade is entitled to a just compensation for its share in getting grain to market, and organization helps to keep the trade on a satisfactory plane. There is often a charge made in our inspection department that we make a difference in inspection between grain arriving to the track buyer and that shipped to the commission merchant. This is impossible, as our inspectors have no way of knowing for whom the grain is intended. We have in the yards of each railroad an inspector and several helpers. Grain arrives on the inspection tracks, where the cars are opened; and after the grain is passed upon by the inspector, he notes in his inspector's track-book the initial of the car, the road over which it came, and the kind and grade of grain. This record is kept in our office and certificates of the grade are sent to the consignee, and as our books are public property, anyone at any time can get a certificate as to the grading of any lot of grain. Even should anyone try to influence an inspector, his verdict is not final, and he would have very little chance of being crooked without being caught.

One factor that makes accurate grading of grain difficult is that grain does not look the same in all atmospheres. It will appear different to the inspector on a damp day from what it does on a bright day. A great deal of grain comes to Chicago, also, that loses a grade on account of the dirt in it. Often carelessness in the shipper in not throwing out a little damaged corn will make it go one grade lower than it would otherwise. During my four years' connection with the inspection department we have had very few complaints in comparison with the amount of grain handled. It is the purpose of the inspection department to inspect grain as fairly and as honestly as possible. Our inspectors do not get on the force through a political pull. They are all subject to a close examination and the department is now made up of good men.

Replying to a question, Mr. Noble said that sometimes cars are filled so full that the grain cannot be properly inspected. When this was the case they were inspected subject to approval.

John Carlin moved that a vote of thanks be tendered Mr. Noble for his address. Carried.

C. A. Johnson, Div. Frt. Agt. of the C., B. & Q. Railroad, said that a few years ago it was almost impossible to get a minimum weight in a car and that there were many complaints of overfull cars. Railroads as a general rule want all the money that their cars will earn.

J. W. Rhodes, Trav. Frt. Agt. of the Illinois Cen-

tral Railroad, said he frequently tried to impress upon shippers the necessity of cooping cars, especially when starting on a long haul.

A recess was taken of twenty minutes, after which Secretary Dnnaway announced that the expense of last month for typewriting and postage was \$2.68, which bill was allowed.

F. M. Shaw spoke of the bill before the State Legislature, which was designed to force railroads to furnish cars at twenty-four hours' notice; and he moved that the secretary be instructed to write to district representatives in the Legislature requesting them to vote against this bill. The motion prevailed.

B. F. Walter read a letter signed by the president and secretary of the Illinois Grain Dealers' Association, in which they deprecated the passage of the bill.

F. M. Shaw moved that this Association indorse the manner in which the Chicago chief grain inspector, during the past four years, had conducted the inspection department.

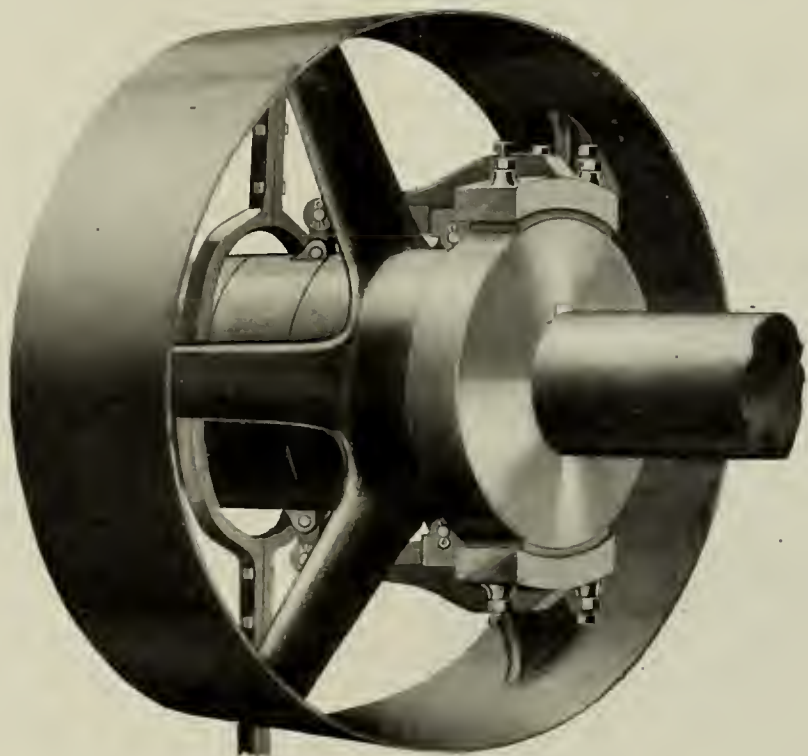
In a general discussion which followed it seemed to be the prevailing opinion that this question was one of a political nature and not one on which it was to the interest of the Association to take action.

Milla; W. E. Kreider, Tonica; T. M. Harty, Munster.

Chicago sent a delegation consisting of Wallace Armstrong, of W. R. Mumford Co.; G. W. Ehle, representing Ware & Leland; Arthur R. Sawers, of the Calumet Grain & Elevator Co.; J. W. Radford, representing Pope & Eckhardt Co.; O. C. White, representing Hemmelsgaru & Co.; C. G. Case, representing Bartlett, Frazier & Co.; L. B. Wilson, of Van Ness & Wilson; G. A. White, of Churchill-White Grain Co.; F. J. Delaney, representing Nash, Wright & Co.; J. M. Hunter, representing J. A. Edwards & Co.; H. H. Haines, representing Richardson & Co.

THE MUIR FRICTION CLUTCH PULLEY.

The commendable features of the Muir Friction Clutch Pulley are its simplicity, strength and durability. This pulley, which is manufactured by Skillin & Richards Manufacturing Company of Chicago, is a small one, adapted for use on shafts of large diameter, but occupying little space on the shaft. The power is obtained by using the well-known toggle joint, applying wood-shod shoes to the friction disc which is keyed on the shaft.



THE MUIR FRICTION CLUTCH.

On motion by F. J. Delaney the motion was laid on the table.

F. J. Ream moved that the next meeting be held at Streator on the last Thursday in April. Carried. The meeting then adjourned.

STREATOR ECHOES.

The "American Elevator and Grain Trade" was represented by John E. Bacon.

The Plumb House should increase its capacity for these meetings or decrease its carrying charges.

The railroad men present were J. W. Rhodes, traveling freight agent of the Illinois Central; Geo. Ross, division freight agent of the I. I. I. Railroad; C. A. Johnson, division freight agent of the C., B. & Q. Railroad; R. V. Holden, traveling freight agent of the Chicago & Northwestern Railroad.

Among the dealers present were: C. E. Douglas, Ottawa; F. L. Ream, Lstant; J. K. Kilduff, La Salle; Geo. C. Dnnaway, Utica; O. T. Wilson, Morris; F. M. Shaw, Ladd; H. W. Booth, Leonore; Peter Eshbauch, Leonore; M. G. Hogan, Seneca; J. J. Matern, Tonica; C. D. Dillin, Chicago; Albert H. Bell, Lstant; G. B. Hager and Charles H. Merritt, Dwight; J. A. Jameson, Marseilles; W. D. Holly, Peru; F. N. Rood, La Rose; William Cook, Varna; N. Eisenhauer, Dimmick; Ed. Miller, Ancona; John Bolin, Munster; Homer Thon, Garfield; G. D. Hill, Grand Ridge; O. B. Wheeler, Long Point; H. Defenbaugh, Reading; V. L. Anderson, Anna-wan; J. B. Ball, Tolnea; John Carlin, Utica; Geo. Beyer, Du Pue; W. D. Winter, Munster; M. K. Craft, Kangley; J. A. Heming, Lstant; E. H. Wilson,

When the clutch is thrown out of gear, the pulley and mechanism stand still, thus affording opportunity for adjustment without shutting down the power or stopping the shaft.

The wear is taken up by means of set screws in the back of the shoe; and when the shoes are entirely worn out, they may be replaced by new ones at a nominal cost, which can be put into place in a few minutes. Furthermore, the clutch can be attached to sprocket wheels and rope sheaves, as well as to pulleys.

For prices and further information, address the manufacturers at Chicago.

J. ROSENBAUM GRAIN COMPANY IN TEXAS.

The J. Rosenbaum Grain Company, recently incorporated at Chicago with capital of \$500,000, has purchased the new Orthwein Elevator at Fort Worth, Texas, erected at a cost of \$85,000. The purchasing company took possession on April 1. All the old employees of the elevator will be retained, including Mr. G. C. Monncastle, as manager, and Mr. Mallory as superintendent.

The new company will operate on the Rock Island system, and will erect a house at Chicago. An export business will be carried on through Galveston and New Orleans.

The standard bushel of soy beans has been established in Massachusetts as 58 pounds; that of Japanese barnyard millet, 32 pounds.

MORE TERMINAL ELEVATORS.

Illinois Central officials announce that that company will erect in the near future another elevator of 1,500,000 bushels' capacity at New Orleans. The site is not yet selected. It may be at Stuyvesant Docks in the city or at Harahan, a suburb some two miles above Southport.

The Gregory-Jennison Grain Commission Company of Minneapolis will erect an elevator on the Great Northern tracks in Southeast Minneapolis, adjacent to the Midway Elevator and to be operated in connection with it. The capacity, it is understood, will be not less than 1,000,000 bushels. It will have a steel working house and be an independent working plant.

The C., H. & D. road has entered into a contract with the Macdonald Engineering Company of Chicago for the erection of a steel fireproof elevator at Toledo, on the site of the old elevator in East Toledo. The house will have capacity of 1,500,000 bushels, and will be built in two sections, the first of which will be completed to handle the coming crop. The contractor is now putting in the foundations.

The East Side Iron Elevator Company has decided to increase the capacity of its plant on the east side of the river at Toledo to a considerable extent this summer. The plans contemplate an additional capacity of 200,000 to 400,000 bushels. The present capacity of the plant is 600,000 bushels. The addition to this elevator will be of the iron tank construction and thoroughly modern. A new engine will be put in, and an electric plant will be installed, allowing the operation of any part of the elevator by motors.

Being satisfied that the break in the concrete elevator at Duluth in December last was due wholly to local causes and not to a defect in the system of construction, the Peavey Grain Company has given orders for the completion of that plant according to the original plans. Only one-half of the plant as designed had been finished before the break came. This bin has been repaired, and the other concrete cells have been full of grain all winter. When completed, the new elevator will be unique in construction and also one of the largest elevators on the continent.

The St. Anthony Elevator Company of Minneapolis, allied to the Washburn-Crosby Milling Company, on April 4 closed a contract with the Barnett & Record Company of Minneapolis for the erection of a fireproof grain elevator having 1,650,000 bushels capacity. The building will be erected adjacent to Elevators Nos. 1 and 2 and north of Elevator No. 2, on the Great Northern tracks in Southeast Minneapolis and is to be finished by October 1. The plant will cover an area of 105x320 feet and be 100 feet high. The steel working house will have a storage capacity of 150,000 bushels, covered by fireproof tiling, and there will be tank storage for 1,500,000 bushels.

CEREAL CLUB BUILDING.

The Iowa Cereal Club, that is, the grain dealers doing business at Des Moines, have finally completed arrangements with M. Strauss for space in a new building to be erected by the latter. The following firms will have offices in the new building: Armour Grain Company, Bartlett, Frazier & Co., Counsellman & Co., Des Moines Elevator Company, Hardebeck & Co., Weare Commission Company, Harper & Co., Lockwood Grain Company, McReynolds & Co., Merritt & Co., Northern Grain Company, McFarlin Grain Company. They will occupy two floors, taking about 10,000 square feet and paying, all told, about \$750 per month for it.

Another floor will be occupied by the railroad representatives and still another by the telegraph offices and the "Commercial Exchange," as the local organization is called, that is designed to advertise Des Moines and look after its growth and improvement.

QUOTATIONS RESUMED.

On April 1 Chicago Board of Trade quotations were posted at all the commercial exchanges of the country and were received at private offices by ticker continuously as before their interruption on August 1 last; and from and after April 15 the service will be unlimited. The struggle of the Board during the past eight months to control its quotations has been a bitter one, in which the directory has not been most cordially supported by all of the members; but the success of the directory has been unqualified. It has established the Board's absolute title to the quotations and its right to control their distribution. And in so doing it has dealt a severe blow to the bucketshop, as well as increased the revenue of the Board from this source from \$6,000, as formerly paid annually by the telegraph companies, to \$30,000, as paid under the new contract beginning with April 15.

In addition, the telegraph companies no longer act as common carriers, but as agents of the Board for the distribution of this information. All applicants for quotation service are required to be first approved by the Board and must sign an agreement not to themselves operate bucketshops nor to allow anyone else to use the quotations obtained by them for bucketshop purposes, the service being for private use only. Subscribers who receive the service are not debarred from transmitting the same to their own branch offices, provided said branch houses shall first have signed the same agreement as to bucketshopping as is required to be signed by principals.

TWO MORE STEEL FIREPROOF TERMINAL ELEVATORS.

The Macdonald Engineering Company, Chicago, has been awarded the contract for rebuilding the Cincinnati, Hamilton & Dayton Elevator B at East Toledo, Ohio, also a contract for a million-bushel terminal elevator at One Hundred and Sixth Street and Calumet River, on the new docks of the Chicago, Rock Island & Pacific Railway Company, for the J. Rosenbaum Grain Company, Chicago. Both of these elevators will be built on Macdonald's patent system of steel storage bins and be fireproof throughout. This makes, with previous contracts taken this year, about 4,000,000 bushels under construction by these contractors.

The J. Rosenbaum Grain Company's Elevator will be known as the "Irondale Elevator A" and be located on the south side of the new slip recently constructed by the Chicago, Rock Island & Pacific Railway Company. Work was begun on the foundations March 20, and it is to be completed by October 1, next. The house is designed to be a rapid-handling, cleaning, clipping, transfer and shipping elevator, with a storage capacity of 1,000,000 bushels. There will be ten elevator legs of 15,000 bushels' capacity each, which may be used for either shipping or receiving. There will be a maximum cleaning capacity of 15,000 bushels per hour, and the clipping will reach 5,000 bushels per hour. The machinery will be driven by a cross-compound condensing engine of 900 horsepower, and be equipped with all appliances for a first-class modern grain elevator. No combustible materials will be used in the construction of the building. The scales, garners, legs, spouting, and all inclosures will be of steel and the floors of concrete. Provision will be made for shipping both to cars and vessels, and the receiving capacity will be 250 cars per day.

The same contractors are building the "Rialto" Elevator, another 1,000,000-bushel steel elevator just two blocks from the "Irondale A" at One Hundred and Fourth Street.

The Cincinnati, Hamilton & Dayton Elevator "B" at East Toledo, Ohio, will be a house of 1,500,000 bushels' capacity when completed, but only one-half of it will be built this season. The contractors are now pushing the first section to completion for this season's business. It is expected to be in operation by August 1. The foundation of the building recently burned is now undergoing alterations and repairs necessary to receive the new steel structure. The old power house will be rebuilt and new engines and

boilers added. The tracks are being rearranged and improved so as to give a handling capacity in the section now being built of 150 ears per day. The house will be equipped with a first-class line of cleaning, clipping, dust-collecting and transferring machinery, and will load vessels at the rate of 50,000 bushels per hour.

Toledo has suffered enormously with elevator fires in recent years; Elevator B having been burned down twice inside of four years. It did not take the company long to decide to rebuild when a practicable plan, at a reasonable price, was settled upon for a fireproof building and one which the officers were satisfied meets the requirements of an active terminal elevator.

MURRAY & WRIGHT, FREDERICK, KAN.

Murray & Wright's elevator at Frederick, Kan., looks lonesome, standing out there on the prairie, but there is a town near by, and round about the town is a rich country. Frederick gets trade from both Ellsworth and Rice counties, which together



MURRAY & WRIGHT'S ELEVATOR AT FREDERICK, KAN.

in 1900 yielded 5,430,663 bushels of winter wheat, 842,343 bushels of corn, 165,000 bushels of oats, and so on. So the elevator is not so lonesome as it looks. It is always doing business, and boasts of a good trade.

In size the elevator is 30x35 feet, and has 22,000 bushels' storage capacity. The driveway is 10x35 feet in size, with two wagon dumps, and besides the elevating and loading machinery there is a Howe's Double Receiving Separator, also a 700-bushel hopper scale with 200-bushel garner above and 1,000-bushel loading bin below it. The power is a 16-horsepower high speed engine with 24-horsepower boiler, both housed in a stone building with steel roof. All the working machinery of the elevator is operated from the first floor of the elevator by means of ropes and pulleys. There is a transfer bin for unloading cars.

In short, it is a compact and useful house, built for work, and it "earns its keep" with interest.

"I don't think these here free government seeds is much," said the gentleman with the horny hands and straggling beard. "You don't?" retorted the gentleman of similar characteristics. "W'y, look here, I raised so many different kinds of new weeds from the last batch of government seeds that enough college professors came to the place to study 'em last summer to pay for a new barn."—Indianapolis Press.

INSPECTION AT MONTREAL.

As a result of the late examination into the grain inspection system of Montreal by a royal commission, the legal machinery of the system will be radically changed. The commissioners report that they were satisfied from the evidence adduced that it is desirable for Canada to abandon the shifting system of grain standards and to make the standards uniform from year to year. This is a matter of government policy which does not appear to have been fully settled, but the disposition is without delay to take this other step, which has been pressed upon the government by many of its most prominent supporters as in the general interest of the export grain trade.

Not all the features of the report are approved for incorporation in the bill for a new law, the recommendation that an appeal should be from the inspector to the Inland Revenue Department being rejected on account of the intolerable delay such an appeal might involve.

The bill itself as proposed by the government to be put through at the present session of parliament, and which is based on the findings of the commission, contemplates handing the inspection department over to the Department of Trade and Commerce and thus take it out of the hands of the Inland Revenue Department. The new law will provide for the abolition of the present feed inspection and for the fixing of inspection districts, one probably for the East and the other for the West, with Port Arthur as the probable dividing line, each under the control of a chief inspector, with assistants under his orders, the whole system so arranged as to make the inspection efficient and uniform, which it has not been in the past.

The inspection will be compulsory; and one of the assumed guarantees of uniformity will be that there will be no appeal beyond the chief inspectors. Any decision of the assistant inspectors which does not meet with the approval of the individual interested may be appealed to the chief inspector of the district, whose ruling shall be final.

The fee system of remuneration to inspectors is to be absolutely abolished, with all the improper features that it has carried with it.

[The fee system is said to have formed one of the chief complaints against the custom in vogue today. The fact that the inspectors were paid only by fees was charged by some to have led to most improper practices. If there were any influences at work that are better abolished they will disappear under the new plan.]

There will be two inspections of western grain, one in the West and the other at the port of shipment.

[The English receivers who have made representations on this point all agree that there must be an inspection at the seaboard. Some of them have alleged that their grain was not properly stored on shipboard and that it suffered from damp and other causes. The bill the government will offer will, it is understood, make it part of the port inspectors' duties to see that the quarters in which grain is to be housed on the vessels are in every respect suitable.]

It is assumed that while the western chief inspector will be located at Port Arthur, the eastern chief inspector will be stationed at Montreal; and that the latter will not only be a competent man, but will be given enough assistants to do his work properly. In the past, the inspector claims, he had been handicapped by lack of assistants.

WHARFAGE CHARGES REDUCED AT MONTREAL.

The Montreal Harbor commissioners on March 19, on petition of the Corn Exchange Association, ordered a reduction of one cent a ton in the grain wharfage, making the tariff, when approved by the government at Ottawa, 3 cents per ton.

The reduction was asked for because in shipping grain the wharves were not used at all, and because the reduction was necessary to put the port on an equality with Quebec.

THE BEAN CROP.

The price of beans has been steadily and materially rising since 1897 and at April 1 in Chicago was \$1.93, against 71 cents same date of 1897. Not since 1895 have prices been as high as now.

The international trade in beans is quite considerable, beans (and peas, classed together) being both imported and exported. For example, the imports for the last three calendar years were as follows:

	Bushels.	Value.	Average.
1898	185,936	\$158,649	\$.853
1899	291,030	293,252	1.007
1900	1,193,384	1,360,902	1.142

The exports for the same three years were as follows:

	Bushels.	Value.	Average.
1898	877,235	\$1,224,580	\$1.396
1899	736,247	1,065,523	1.447
1900	502,824	908,585	1.806

Among our best customers, says Orange Judd Farmer, are the West Indies, the British Islands, Brazil, France, etc. The various states of South America buy moderate quantities, and ought to take very much more. South Africa last year bought for the British army.

The trade in foreign beans and peas varies greatly, dependent upon supplies abroad and home prices.

Of last year's imports nearly a half came from Australia, and other liberal amounts from France, Germany and Italy. Canada contributed a fair quantity and so did Mexico.

INCENDIARISM.

In treating this subject we do not refer to the individual who wilfully sets property on fire from motives of revenge or because of some fancied or real grievance he may have against the owners or the operators of plants, or for the sake of plunder; but there are employees who may be designated by the title of "incendiary," because through their carelessness or ignorance they are instrumental in setting a silent and insidious incendiary cause to work, which generally completes its work in a thorough and destructive manner. Taking this view of it, we may call attention to several typical employees who ought to know better, owing to their vocation as oilers, being otherwise connected with machinery. In handling oily cotton waste, in which any man with a grain of horse sense should know there is a danger if not properly cared for, and which is liable to spontaneous combustion at any time, they are particularly careless. Attention has repeatedly been called to the carelessness of those in charge of machinery, oilers and engineer, who have placed bunches of cotton waste under bearings to catch oil drips. Others use piles of dust to act in the same capacity; and in the engine room sawdust is often placed on the floor by that sensible person—the engineer—to soak up all surplus oil that may escape. Again, pieces of gunny sacking or burlap have been used to wipe off dusty and oily bearings, and then thrown carelessly aside.

Spontaneous combustion may ensue from these last-named substances as well as from oily cotton waste. In no instance should dust or sawdust be utilized for soaking up oil; and care should always be taken to keep all oily waste and rags in metal waste cans which should always be provided for this purpose. Superintendents or foremen who fail to take cognizance of this fact and do not call to strict account employees so disobeying the rules that should be laid down for the care and preservation of property under their charge, if they should be so devoid of knowledge of the dangers existing in this respect, had better turn their attention to some other capacity, where the responsibilities resting upon them are not so burdensome, for such superintendents and those working under them are at all times a menace to the property and to all concerned in it.

However, for the benefit of those interested, we will give two simple underwriting rules on this subject, as follows:

Do not place dust or sawdust under bearings of engines to catch oil drippings. Metal pans should

be provided for that purpose; or, if necessary, substitute sand.

Oily waste should always be placed back in the waste can; for it may be forgotten if left lying on beams or floors.

The burning of numerous buildings of all classes is traceable to this incendiary—the spontaneous combustion of oily waste rags, dust and refuse; but a little care and forethought on the part of those concerned may be the means of preserving life, property, and, incidentally, of retaining their positions.

SHARP BROS.' ELEVATOR AT CONGERVILLE, ILL.

The photograph has not done justice to the elevator of Sharp Bros. at Congerville, Ill. Its frame does not lean toward a center, as the picture would seem to say it does; that illusion is a mere freak of the country camera, which always has its difficulties with a rectangular subject. The building is not yet two years old, having been erected in July, 1899. The owners were also its architects and builders, the plans being the developed ideas of the owners obtained from other like buildings and some contractors. They made a concrete foundation



SHARP BROS.' ELEVATOR AT CONGERVILLE, ILL.

about 15 inches wide and 24 inches deep and placed four foundation sills (6x12's) on them and used 8x10x6-inch oak posts for the lower section. The building has sunk only one inch and has been loaded to full capacity. The size is 26x28 feet, 30 feet high to the eaves. The cupola is 8x16 feet, 14 feet high, making the total height about 46 feet to the ridge of the cupola. It is built with single wall, drop siding nailed to 2x6-inch studs in three sections of eight feet each. There are four bins, each 8x10 feet, with hopper bottoms, and two bins over the driveway with flat bottoms, giving a capacity of about 11,000 bushels.

There are two dumps with a capacity of 250 bushels each. There is also a 100-bushel hopper scale in the elevator, from which grain is run into the car or elevator boot. The loading spout hangs on a pivot hinge so that it can swing in any direction and can be lowered to fit any height of car. With this arrangement there is no shoveling into a car (excepting oats that are very damp), and the owners are certain this arrangement has advantages over spouts fastened with a flat hinge or fixed solidly.

The small building to the left in the picture is the old elevator with a capacity of 4,000 bushels. Both of these elevators are run with a 3½-horsepower Lewis Gas Engine, with which it is practicable to elevate 700 bushels per hour in the new building. The engine house is south of the main building and to which it is connected by a half-inch wire cable. With the office situated, as it is, at

southwest corner of the elevator, the senior member of the firm (Eli Sharp) is able to do the weighing, dumping and loading cars without assistance.

IN THE COURTS

On March 15 a verdict of \$8,000 was rendered against the Grand Trunk Elevator Company at Port Huron in favor of Mrs. Flora Story, whose husband, James Story, was killed at the elevator by the falling of a gate.

The Supreme Court of New Jersey, in the case of Jersey City against the Erie Railway for taxes on elevator property, has decided that the elevator was not used for railway purposes and should be taxed by the city and not by the state.

The Western Malting Company of Chicago sued John C. White of Buffalo for \$1,260 alleged to be due on a shipment of grain. White admitted this claim but filed a set-off claim of \$5,058 for loss, which he claims to have suffered because the plaintiff agreed to supply him with 30,000 bushels of malt at 54½ and stopped shipping when the price went up on March 23.

A. Van Rosendaal & Co. of Rotterdam, Holland, in March began a suit at Duluth against J. McCarthy and others to recover \$7,210.56 damages for failure to deliver \$96,000 pounds flaxseed. It is claimed that the defendants were incorporated as the Seaboard Grain and Export Company, with a pretended capital of \$50,000, and that the company agreed to deliver No. 1 flaxseed of the value of 96,120.50 reichmarks. The damages for the alleged failure to complete the contract are put at 30,044 reichmarks, or \$7,210.56.

S. R. Towne, receiver of a bank at Edgerton, Wis., has begun suit to recover \$20,000 from Lamson Bros., Chicago commission men, alleging that the money was appropriated by Charles L. Burnham, a defaulting cashier, and invested with Lamson Bros. in 1897. Suit has been delayed pending a decision by the United States Supreme Court in a similar case against Milmine, Bodman & Co. That suit was decided against the brokers in the lower courts. Though the final decision has not been rendered, suit was brought March 18 to prevent the outlawing of the claims through the statute of limitations. Lamson Bros. claim to have received only \$1,000 from Burnham, which is all the bank can recover in any event, as they claim.

Owen L. Brining, grain dealer of Leroy, Ill., sues the Western Union Telegraph Company at Bloomington for \$500 damages. He alleges that on July 21, 1900, he filed a telegram with the Western Union Telegraph Company to be sent to B. F. Glover & Son at New Orleans. Glover & Son had offered him 25 cents a bushel for 10,000 bushels of oats. This offer he accepted in his telegram to them, and said that he would ship it at once. He alleges that the telegram was never delivered to Glover & Son, and as a consequence he was unable to sell the oats to them, but afterward had to dispose of the 10,000 bushels at 22½ cents per bushel, entailing the loss of \$450 and causing him an extra expense of \$50 on account of the non-shipment, etc.

The summer storage of grain in Quebec City from May 1st to November 15th is ½ cent per bushel for elevating into vessel, including ten days' free storage. At Montreal it costs double that charge to put grain out of store into vessel.

Rice lands in Southwestern Louisiana are said to have doubled in price in 1900, and the price is still advancing. An enthusiast says, "500 miles of main canals, 1,000 miles of laterals, 500 irrigating wells, an unlimited supply of water and good health; a country of finest climate in the United States; a prairie surrounded by forests of rare beauty and unlimited value, underlaid with pure water in unlimited quantities at a depth less than 250 feet, and lakes of oil under this at 1,000 to 1,500 feet, then sulphur, and hell beneath. Then Eden on the surface, and above us the purest of heavens. It needs no invitation to bring good people to make a heaven here to go to heaven in."

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

ATTENDS TO HIS OWN BUSINESS.

Editor American Elevator and Grain Trade:—My experience with the farmer has taught me to attend to my own business and let the farmer attend to his. The trouble is you cannot put any confidence in them as a rule.

Yours very truly, A. I. FOSTER.
Verdi, Kan.

WOULD NOT INVITE FARMERS.

Editor American Elevator and Grain Trade:—I wish to say that it would be all right to take some farmers into our meetings and discuss matters with them, but, generally speaking, I am opposed to it, as it would do no good.

Yours truly, MINNESOTA DEALER.

FARMERS KNOW TOO MUCH NOW.

Editor American Elevator and Grain Trade:—We do not think it best to invite farmers to grain men's meetings. They know too much now, and several get grain market reports every day from commission houses, which they should not get.

Yours truly, IOWA DEALER.

WOULD INVITE THE FARMERS.

Editor American Elevator and Grain Trade:—We think it would be well to invite the farmers to the grain dealers' meetings, that they may know for what purpose the association is organized, and that it is not a trust or anything else of that kind.

Respectfully, TAYLOR & BROWN.

Pendleton, Ind.

NEED CONFIDENCE OF FARMERS.

Editor American Elevator and Grain Trade:—I believe it would be well to have either the first or last day of our conventions arranged especially for farmers and devoted to talks for farmers and from farmers along the lines of the relations between grain men and farmers. What we want is the confidence of the farmers. I believe the farmer and grain man should work together.

Yours respectfully, ALLEN B. SMITH.

Rosemond, Ill.

INTELLIGENT FARMERS ARE REASONABLE.

Editor American Elevator and Grain Trade:—I don't hesitate to tell my customers that I buy on 1½ cents margin on corn, and believe it is more satisfactory to the intelligent farmer to do so. There are parties, however, who would not be satisfied with anything—perhaps if you shipped their grain at a loss they would be pleased. The average farmer is willing that you should have a reasonable compensation for your work.

Truly yours, M. WORTHY.

Wetmore, Kan.

WOULD NOT INVITE FARMERS.

Editor American Elevator and Grain Trade:—My opinion is that it would not be well to invite the farmers to attend the grain dealers' meetings. My reason is this, if they were invited once, some one of them would want to come to every meeting, thus giving the grain dealers no chance to do anything but what the farmers would know all about.

Here in my territory we have things so arranged now that everything is running along nicely.

Yours truly, PETER ESCHBACH.

Leonore, Ill.

FARMERS WOULD STILL DOUBT.

Editor American Elevator and Grain Trade:—We do not think it would be good business to take the farmers into our confidence.

What set of business men would take their customers into their confidence and let them know all about their business, and then expect to make a success of it? The successful business man is the one who keeps his affairs to himself.

The average farmer would not believe you after you had shown him or let him know all about it. He would think you were fooling him somewhere.

That is the experience of the writer with the average farmer.

Yours truly,

BRUNSWIG ELEVATOR CO.

Per Frank Thomann.

Summerfield, Kan.

FARMERS COULD NOT SEE THINGS RIGHT.

Editor American Elevator and Grain Trade:—As the average farmer has no adequate idea of the margins a dealer should have, thinking perhaps that ¼ or ½ cent per bushel is sufficient, I would not favor taking them into our confidence. It is my opinion that they could be of no benefit to us.

Yours truly,

A. F. SHOTTS.

Keota, Iowa.

WOULD NOT LOOK AT THINGS IN RIGHT LIGHT.

Editor American Elevator and Grain Trade:—The question of inviting farmers into grain dealers' meetings was discussed at the meeting at Streator when I was present, but I think the idea has two dark sides to one bright one. Here and there we might find a farmer who would look at it in the right light, but 90 out of 100 would make bad use of the confidence reposed in them. Most farmers look at us grain dealers as taking every advantage of them we possibly can.

Respectfully yours,

P. M. MAUS.

Mendota, Ill.

A NEUTRAL POSITION.

Editor American Elevator and Grain Trade:—At the meetings of grain dealers that we have attended we have never heard anything discussed that would not be proper for any person, no matter what his occupation, to participate in.

While some farmers would appreciate the favor of being asked to the meetings, others would think it was some scheme to gain influence over them. We do not believe that anything would be gained by admitting the farmers to the meetings of the grain dealers, and we do not believe it would be any detriment to the grain business if they should be admitted. We are entirely neutral in regard to the matter.

Yours very truly,

S. VAN STEENBERGH.

Talbot, Ind.

ACQUAINT FARMERS WITH ASSOCIATION AIMS.

Editor American Elevator and Grain Trade:—As to whether it would be well to take the farmers into the confidence of the grain men, will say that we do not hesitate to tell our farmer friends that we are members of the Kansas Grain Dealers' Association, and try to show them the benefits we receive therefrom, without any injustice to them.

We firmly believe that if the farmers knew the workings of our Association and its benefits to us, and consequently to them, they would not hold the antipathy to the associations that now exists in many localities.

We do not hesitate to go on record as to our opinion.

Very truly yours,

BYRNES & CO.

St. Marys, Kan.

MEETINGS SHOULD BE OPEN.

Editor American Elevator and Grain Trade:—The meetings of grain dealers are for the purpose implied in the name. I cannot see the wisdom of extending a general invitation to farmers or even to individual farmers, and I do not believe the farmer cares any more about attending than does a man in the grain business think of attending a meeting of general freight agents or any other organization which is entirely outside of his line of business.

Neither do I think it wise to hold our meetings behind closed doors, thereby giving them the appearance of "star chamber" proceedings. That creates curiosity and Dame Rumor invents all sorts of imaginary reports of proceedings. Whatever business of a private nature there may be is transacted in committee room and does not necessarily come before the open meeting.

Neither do I believe it wise to exclude any grain dealer from these meetings simply because he has not taken out a membership. The interests of in-

dividual members must be his interests and vice versa.

Yours truly,

X. Y. Z.

AN OBJECTION TO JOINT MEETINGS.

Editor American Elevator and Grain Trade:—On the question of inviting farmers to our meetings, I can only say that I don't think it would do at all. It would advertise the receiving houses and commission firms. The farmer would get acquainted with them and would soon be shipping his own grain. This alone would make plenty of trouble. It will never do at all, any more than for a merchant to tell his customers what his goods cost and all about his business.

Yours truly,

H. A. VAN SCHOIACK.

Elliott, Iowa.

INVITE FARMERS ONLY ON SPECIAL OCCASIONS.

Editor American Elevator and Grain Trade:—As to whether it would be well for us, as grain men, to take the farmer into our confidence, invite him to our meetings and discuss with him fully and freely, both at home and abroad, the evils and needs of the grain business, I do not think it any more practical to invite the farmers to our grain dealers' meetings regularly than does the farmer deem it wise and practical to invite the grain dealers to their grange meetings. However, there are exceptions to all cases, I suppose, and it might be policy to invite them to some special meetings on certain occasions.

Yours truly,

ILLINOIS DEALER.

ENLIGHTEN THE FARMERS INDIVIDUALLY.

Editor American Elevator and Grain Trade:—As to the question of taking the farmer into the confidence of grain men, inviting him to meetings and discussing with him the evils and needs of the grain business, I would say that I do not think it would be a good policy. There are matters that are bound to be brought forward in the meetings of grain dealers which it would hardly do to discuss before an indiscriminate body of farmers.

I do think it a good policy for the country grain dealer individually to discuss more fully with the farmers the markets, methods of handling grain, and margins upon which it is handled. The large majority of farmers are willing to concede to the grain dealer a legitimate margin for handling grain, but when kept in ignorance he often imagines that the country grain dealer has a greater margin of profit than he really has.

Yours very truly,

L. CORTELYOU.

Muscotah, Kan.

NO OBJECTIONS TO INVITING FARMERS.

Editor American Elevator and Grain Trade:—Personally, I would be heartily in favor of inviting farmers to all our meetings of grain dealers, and, if they desired, have them participate in the consideration of any question of interest pertaining to the grain trade.

By this means we might be able to free their minds of many seeming prejudices, or mistaken ideas, regarding the trade that many of them have. Many well-meaning farmers are suspicious that they are imposed upon, and, of course, they sometimes are by unscrupulous dealers, which is wrong.

Upon the farmers the business of the local dealer depends, and to make it as pleasant as possible, he should have the full confidence of the surrounding grain growers. Another thing that occurs to me is that the farmers might see many of the difficulties the grain shipper has to meet in insections, shortage in weights and other setbacks that he is unaware of. Some think he might learn things that he has no business to know. This may be true. No honest dealer should want to wrong a customer or continue to practice a fraud that he would not want scrutinized. Pay what the market allows and no more, and give honest weight.

In these days of hard, sharp competition there seems to be a premium on rascality, and every man is trying to do the other fellow, after the style of David Harum.

These are my views, hastily written. I can see no reason why the farmer should not be invited to the meetings of grain dealers. Let him learn from us, and perhaps we can learn from him. This

is a subject we have not thought of much, and perhaps we might be inclined otherwise after hearing from others.

Respectfully, P. M. THOMPSON.

Leesburg, Ind.

LOCAL MEETINGS SHOULD BE CLOSED TO FARMERS.

Editor American Elevator and Grain Trade:—We think it a good plan, perhaps, for the state associations and possibly large local associations to open their meetings occasionally and invite some of the influential farmers, at which meetings business could be transacted which would make them see the good of the organizations and relieve them of prejudice. I would not advocate having these open meetings except where the association's meeting covered two or three days, so that one day could be given up to the visitors. I would not think it advisable to open small local associations of just a few members, say a dozen or 15, where all the members were acquainted with the visitors that might attend. The small local associations are purely for regulating prices and not for anything else. The farmers will find that out soon enough, without their being urged to do so.

Yours truly, F. N. ROOD, Manager.

La Rose, Ill.

BENEFITS OF JOINT MEETINGS WITH FARMERS.

Editor American Elevator and Grain Trade:—In regard to taking the farmer into our meetings and discussing the grain business with him, my opinion is that it is the best thing we can do.

First, we would find out more nearly the exact number of bushels for sale, in store, how much they are putting out and what their expectations of the yield is. These are important things for the grain dealer to know.

Second, to find the amount of grain that will come to market, say, during one to three months, as the four seasons of the year run. Then the grain dealer could make an effort to sell the grain he is holding and order cars on time and have plenty of room.

Third, we will find out more about what they are holding their grain for and can then give them our opinions about the prices and trade at home and abroad, and many a farmer don't know anything about this. Then it will be easy for them to decide on how much we can expect in such time as stated above. I believe that the grain would then be sold to the dealer, so that we could handle it to far better advantage than is done now.

Yours truly,

W. H. R.

AGAINST GOOD BUSINESS PRINCIPLES.

Editor American Elevator and Grain Trade:—There is a great deal of discussion going on at present among the grain dealers on the subject of inviting the farmers to our association meetings. I cannot see how we, as grain dealers, can take the farmers into our confidence for two reasons, namely:

If the farmer were taken into our confidence he would be apt to scatter broadcast all he could learn that he thought would be injurious to the poor farmer—the most honest class on the face of the earth—when they have to be.

Secondly, no organization will ever stand that has too many people in it who cannot keep quiet. I refer particularly to all organizations that have been attempted by the farmers. They are too jealous of one another, and always afraid the other fellow is getting the best end of the deal.

My idea is that the farmer has an occupation which he has learned, and whenever he tries to dictate in some other line of business he is a total failure, and, for that reason alone, I think he should stay with his trade. This may seem rude and improper to some people, but I think they should pay for their learning just as the grain men have done, and sometimes the grain men have had some very expensive lessons.

There is no other organization under the sun that takes the farmers into its confidence, and I see no reason why the grain dealers should deviate from this well-established business principle. It seems to me that it would be folly to make everybody your partner, so that they could scatter broad-

cast over the community your adverses and successes.

There never was a brighter prospect for the growing wheat than there is in this part of Kansas. It could not be better at any time.

Yours truly,

H. W. KUEKER.

Niles, Kan.

FARMERS WILL NOT BELIEVE.

Editor American Elevator and Grain Trade:—After eleven years' experience in the grain business and coming in contact with the producer, I have become convinced that nine-tenths of the farmers will not believe what you tell them about prices, shrinkage or stealage.

I have quit trying to make them believe that there is an honest grain dealer in the state. There are a few that know what grain is worth on the market, but most of them think their grain grades No. 2, and if you cut them below a No. 2 price that you are robbing them.

I find very few farmers that are willing to concede that a grain dealer should have more than one cent per bushel for handling grain, and a few think even that too much. If a man will not believe what you tell him, how are you going to make a confidant of him? He will listen to you and then go away and tell his neighbors what you said, but he will add that he don't believe you.

You can't make some of them believe you, even when you show them your returns. There is some reason for this, too, because there is such a wide range of prices on the different grades of wheat and some of them cannot see the difference between No. 2 and No. 3 wheat.

Yours truly,

A. AITKEN.

St. John, Kan.

NEBRASKA GRAIN DEALERS' ASSOCIATION ANNUAL MEETING.

Editor American Elevator and Grain Trade: I am sending out, under date of April 4, 1901, the following notice to members of the Nebraska Grain Dealers' Association:

"I beg to advise you that the annual meeting of the Nebraska Grain Dealers' Association will be held at the Lindell Hotel, Lincoln, on Tuesday, April 16, at 10 a. m., for the purpose of electing officers and for the transaction of any and all business of a general nature that may come before the meeting. It is hoped that every member of the Association who possibly can will attend, as there are matters for your consideration of unusual importance. Among these is the action taken by the late attorney-general of the state against the Association, which as yet has not been called for trial; that of affiliating with the Grain Dealers' National Association; proposed amendments to the constitution and by-laws, and other matters of less importance.

"This question of affiliating with the National Association is one that has been considered at all annual meetings of state and local organizations thus far held throughout the country, and will receive the attention of those yet to be held. Under the plan proposed, the National Association can be made of inestimable value to the trade in all matters of national importance. Many of these questions have been attempted by the state or local associations acting alone, but with very little success; and even where successful, the process has been extremely slow. With an active national association supported morally and financially by the various state associations, terminal matters could be handled much more expediently and with less expense to all concerned. There is much opportunity for improvement remaining along this line, and it will require a national effort to work out the results. I trust that you will consider this matter well and be prepared to act when it is presented to you.

"The other topics for your consideration are equally as interesting to you as individuals. The program arranged is the most important ever presented to an annual meeting of this association. It is hoped, therefore, that you will lend your assistance by attending.

"If you have a neighbor who is not a member, I trust you will use your best influence to bring

him into the fold before this meeting; in any event, bring him with you, and he will be welcome to the general or the morning session. The executive session will be restricted to members only. The present almost stagnant condition of the trade should insure a good attendance and an unprecedented meeting.

"Come, and remember the date, Lincoln, Neb., Tuesday, April 16th, 10 a. m., Lindell Hotel.

Yours truly,

A. H. BEWSHER.

"Secretary."

IT WOULD INCREASE SCOOP SHOVELING.

Editor American Elevator and Grain Trade:—We are of the impression that it is well to give the farmers to understand that we are a member of the Grain Dealers' Association for the reason that it places us in a position to receive at terminals the same amount of grain that is forwarded from loading point, as well as receiving our just dues from railroad companies. With our lifetime experience with the farming community, we think it would be a great mistake to invite them to participate in our meetings. Were we to decide on a profit of 3 cents per bushel on wheat, and each car to contain 1,000 bushels, we fear that the younger element, upon becoming acquainted with the facts, their first resolve would be to "touch" their seniors for a sufficient amount to enable them to secure shovels and enough to clear one car of grain. Even should it prove disastrous to one, there are always others that are willing to follow, and the result is a continually demoralized market.

Yours respectfully,

G. D. GREENOUGH, Manager.

Wilson, Kan.

IOWA GRAIN DEALERS' ASSOCIATION MEETING.

Editor American Elevator and Grain Trade:—Our annual meeting will be held in Des Moines on April 24, but I regret very much that I am unable to give you a program at this writing. I might state, however, in a general way, that the Iowa Grain Dealers' Association is in a very prosperous condition, having about 750 elevators included in its membership, and a cash surplus of about \$1,000, besides a full supply of office fixtures and supplies, which are entirely paid for. Our assessments are well paid up, and the governing committee has decided to spend a reasonable amount of money for the purpose of entertainment at the annual meeting.

We expect to have a good lunch for the boys and to give them such other entertainment as I think will please them. The entertainment committee has already arranged for one of the halls in this city, that includes a banquet room and several committee rooms and also a stage for the purpose of giving an entertainment in the way of a vaudeville.

Besides this our program will include some good papers. The program is partially arranged as follows, aside from the regular order of business: A. H. Bewsher, secretary of the Nebraska Association, will talk on "The Future Usefulness of the Grain Dealers' Associations;" G. A. Stibbens, secretary of the Grain Dealers' Union of Iowa and Missouri, will talk on "The Necessity of an Arbitration Committee in the Settlement of Local Troubles;" G. L. Graham of St. Louis, chairman of the committee of eight organized for the purpose of correcting abuses in terminal weights at St. Louis, will give a talk on "St. Louis Weights;" W. J. Davenport of Council Bluffs, Iowa, assistant freight and passenger agent of the Chicago, Burlington & Quincy Railway, will give a talk on "Railroads and Grain Dealers' Associations;" W. C. Bayles of Mt. Pleasant, Iowa, will talk on the "Landlord's Lien Law;" B. A. Lockwood, president of the Grain Dealers' National Association, will give a talk on "The Usefulness of the Grain Dealers' National Association." Further than this, Mr. Warren, president of the Chicago Board of Trade, has given us a partial promise that he will give us an address, and that if he is unable to do this he will appoint a substitute. There will also be an address by some Chicago railroad man who will give a talk on railroad matters along broad lines.

It is possible that we may conclude to hold our

session for two days instead of one, and I can assure the grain dealers a good time if they will attend our meeting. The second day's meet will be for members only; to the meeting of April 24 all dealers are invited, whether members or not.

Invitations will be extended to all grain dealers, whether members of the Iowa Association or not, and receiving houses in the different markets to which Iowa is tributary and also to representatives of the different railroads operating in the state of Iowa.

There will be reduced railroad fares, and a copy of the program with proper invitations and credentials will go out to these parties about one week previous to the date of the meeting.

We want the receiving houses and country grain dealers to attend this meeting and become acquainted with each other.

Yours truly,

GEO. A. WELLS, Secretary.

GOOD GROUNDS FOR COMPLAINT.

Editor American Elevator and Grain Trade:—The question of short weights at terminals is a very serious one. I do not know of hardly an instance where I have shipped a car of grain east, but what there has been a shortage reported at the other end. It seems to be the custom, or else carelessness on the part of the weighmasters, and I am often led to believe that there is something radically wrong.

I know of an instance where a car of grain was shipped from here in June, delivered to Iowa Railroad Company seven days later, inspected the latter part of July, and not delivered to Chicago elevator until the latter part of August for weighing, a difference of thirty days between weighing and inspection. The commission men now make a claim for shortage and inferior quality, especially after refusing to accept car from railroad company and now want me to stand all loss in shrinkage, etc. If they expect to gain business in this way, I would like to know it. If there were less politics in grain weighing and inspecting, Western shippers could have hopes of better treatment.

Yours respectfully, S. N. WOLBACH.

Grand Island, Neb.

REMOVE THE CAUSE OF FARMERS' SUSPICIONS.

Editor American Elevator and Grain Trade:—Relative to the advisability of taking the farmers into the confidence of the grain men, I desire to say that I am heartily in favor of it, and firmly believe that this is the easiest, quickest and most satisfactory way to eradicate the feeling of suspicion which now exists to a greater or less extent, and bring about almost an entire discontinuance of farmers' shipments.

There are various reasons for this belief, based largely upon personal experience at country stations. The moment it is known, or even suspected, that there is an attempt at secrecy on the part of the grain dealer, be he a country shipper or a more extensive dealer at some general market, that moment the cloud of suspicion arises in the mind of the producer that something is being done to enhance the dealer's interests at his expense. Not being acquainted with the business, the shortages, the off-grades with the heavy discounts arising therefrom, and all the various difficulties and perplexities which the grain man has to encounter, he sees no need for organization and partial secrecy to reduce these shortages and discounts, and lessen these off-grades and other almost innumerable difficulties, and at once jumps at the conclusion that it is done solely for his injury. If he knew these things, he would at once see that, much to the contrary, organization is to his interest, instead of against it, almost as much as to the dealer himself.

As a class, the farmer is very suspicious. Experience is our greatest teacher, and on account of his inexperience in rubbing up against the daily competition in active business life, so much has been said about him in so-called funny papers, so many sharpers and unscrupulous, dishonest men have taken advantage of him in various ways, that it is little wonder that he should reverse the application of the old legal adage, and consider all men guilty until they are proven innocent.

Then, too, a great many farmers honestly believe that the path of the ordinary business man, and especially of the grain dealer, is strewn with ever-blooming roses; that his entire vocation consists in writing small checks, making large drafts, and thus rapidly accumulating a fortune. He little thinks that the grain men are often required to sustain losses (frequently caused by his own negligence or defalcation in contract) that would literally make his hair stand on end. Were he acquainted of these facts in such a way that he would know they were true, and at the same time become aware that the business is handled on 1 or 2 cents margin, instead of 8 to 10 as some suppose, his feelings would undergo a rapid and permanent change.

What, then, would naturally result? The farmer's fears would be allayed. His cloud of suspicion would vanish. Confidence between himself and his local dealer would be restored. He would find that the grain dealer was a man instead of a robber or a vampire. His orders for cars in which to ship his grain would no longer be given. Political schemers could not disconcert him. Nor could he be induced to vote upon himself the additional expense of sustaining state officers or political "pie hunters" to so generously (?) handle his shipments in terminal markets at the low rate of only four quarters of a cent, when he now has to pay the entire cent on every bushel.

Yes, let us take the farmer into our confidence. Invite him to our meetings. Make him feel that our interests are mutual. Discuss with him the best means of obtaining and retaining the best seed, and securing the best possible results from the grain which he produces and we handle. Show him that there are losses as well as profits in the grain trade. Shortages and off-grades and dockages of which he never dreamed. Freight discriminations and various combinations which require a thorough organization on our part in order to defend and protect, instead of injure, his interests as well as our own. Do this honestly and earnestly, and many thorns will be removed from our pathway, and a long stride will have been made toward the grain man's millennium. The "scoop-shovel-man," too, will be forced to locate and elevate, or immediately vacate, for he cannot then shake the confidence thus fully established, by flaunting some old and expired card-bid in the farmer's face, and telling him that he is being robbed by his local dealer.

Yours very truly, A. H. BENNETT.

Topeka, Kan.

THE KANSAS ASSOCIATION'S OUTING.

The Kansas grain dealers did not take the contemplated New Orleans trip after the adjournment of their annual meeting, but instead went to Kansas City as guests of the Kansas City Board of Trade. And as Knute Knutsen (Mr. Murphy) said:

Next time we go on wedding trip, she say eet been a peety, Ef we go to New Orleans instead of Kansas Secta.

Nearly all were of Knute's opinion after the visit was ended.

On the evening of March 12 a banquet was tendered the Association at the Throop Hotel by the grain dealers and millers of Topeka. There were over 150 guests present. After an elaborate menu had been enjoyed, Herbert Hackney, toastmaster, welcomed the dealers to the city, and speeches were made by Thomas McNeil, Topeka; O. A. Higgins, Stockton; W. S. Washer, Atchison; H. Work, Ellsworth. William Murphy, Kansas City, told in Swedish dialect the history of Knute Knutsen and his wedding trip with the Association.

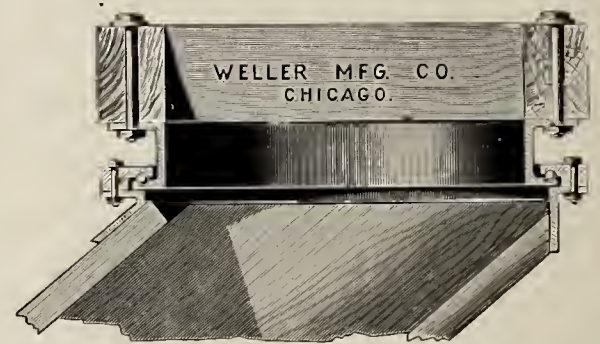
The visit to Kansas City was arranged for March 13 and 14. The entertainment committee in charge was composed of W. C. Goffe, chairman; William Murphy, T. J. Brodnax, D. L. Croysdale, William A. Moses, E. D. Bigelow. The program included entertainment at the Hotel Midland while in the city, a theater party on the evening of March 13, visiting on "change" the following day, a banquet

at 2:30 and a tally-ho ride immediately following.

A special train left Topeka over the Rock Island road with about 150 on board, at 5 p. m., March 13. The program, as arranged by the entertainment committee, was carried out in its entirety with the exception of the tally-ho ride. This was abandoned on account of the weather. The banquet at the Midland was one of the enjoyable features of the trip. A. D. Johnson officiated as toastmaster, when the time of speech-making arrived, and responses to toasts were made by B. F. Hargis, president of the Board of Trade; L. Cortelyou, William Murphy, W. C. Goffe, O. A. Higgins, William A. Moses, E. D. Bigelow. The special train left Kansas City at 6 o'clock in the evening for Topeka.

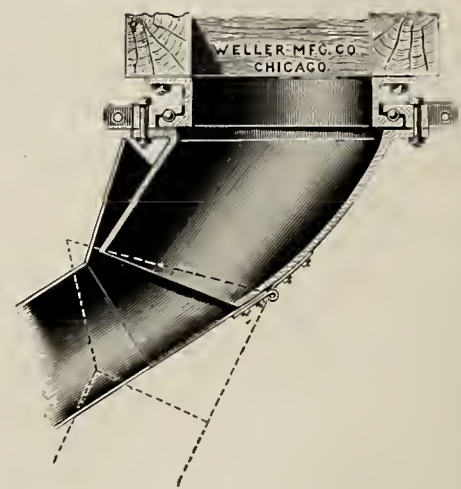
BALL BEARINGS FOR REVOLVING SPOUTS.

One of the essentials of modern appliances and machines is ease of operation. To reduce friction to a minimum and thus save cost in labor and



power has been one of the special endeavors to which modern inventors have devoted their ingenuity.

The two illustrations show the operation of ball bearings for revolving spouts. For telescope trolley, dock and other heavy revolving spouts that are frequently handled, ball bearings are a decided improvement over the ordinary style. Spouts which are thus equipped can be handled more rapidly and



with less power. The wear and tear is also greatly reduced, offsetting the increased first cost by the saving in the item of repairs.

The spouts shown were manufactured by the Weller Mfg. Co., Chicago, who furnish similar appliances of improved design, equipped with ball bearings.

Navigation on the Illinois and Michigan Canal will begin on April 15, at which time the Bridgeport pumps will resume work to maintain water in the summit level.

The world's average corn crop for the past five years has been 2,756,057,000 bushels, and of this immense crop about 90 per cent is raised in the western hemisphere, and almost exactly 75 per cent in the United States.

The bill appropriating \$75,000 to buy seed wheat to loan to Minnesota farmers in Red River Valley became a law on March 9. A similar law was enacted in North Dakota, but it throws the incidence of finding the money on the counties, and those counties which had experience with the former law of the same kind don't care to repeat the experience, as only about 25 per cent of the former loans were ever repaid by the beneficiaries.

GRAIN DEALERS' UNION MEETS AT COUNCIL BLUFFS.

An unusually large number of grain dealers were present at the fifth annual meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri, which convened in the League Room of the Grand Hotel, Council Bluffs, Iowa, March 19.

President D. Hunter of Hamburg called the meeting to order at 2:30 p. m., and read his annual address as follows:

PRESIDENT'S ADDRESS.

It gives me great pleasure to meet so many of you here to-day, this being our fifth annual meeting. It shows that your interest in association work is growing and that you must have derived some benefit from it or you would not all be here.

When we met last in this building we had serious trouble on our hands, and those who had the work to do of settling it will probably never forget the Shenandoah fight. I believe that was the only time since our organization that I felt like giving up the ghost, and had it not been for the pride of keeping alive an organization that I had taken an active part in from its inception, I believe I would have laid down at that time. But through the perseverance of the officers and governing board the trouble was finally settled, and to-day, with the exception of slight differences between dealers at one or two points, the territory covered by our association was never in so harmonious a condition, and I am in hopes these differences will be settled before this meeting adjourns.

I hope, gentlemen, you will take more interest in this meeting than you did in our last meeting here, and stay in the room until adjournment. At that time we had several matters to put before you, but the members filed out one and two at a time until there were scarcely a dozen in the room, who broke into little knots of three and four and began discussing matters foreign to the grain business, and we were obliged to depart without so much as a formal adjournment. One of the matters we wished to put before you was the sending of delegates to the National Association meeting at Indianapolis. As we could not get your ear or any action on matters that might arise during the ensuing year, the secretary and myself were obliged to take the matter in our own hands and spend some of your money without your consent. If after we have explained matters you do not approve of our action, you will have a chance to say so through the ballot to-day.

We attended the meeting of the National Association at Indianapolis for the purpose of posting ourselves on the working of that body and to learn if possible the advisability of supporting it in the future, of which we will have more to say later.

We also visited a meeting of the secretaries of the different associations at Omaha, and later one at Kansas City of the secretaries and presidents of Nebraska, Kansas, Indian Territory, Oklahoma and the Iowa State for the purpose of forming a closer alliance of the different associations for mutual benefit and protection. At Kansas City it was decided that the secretaries and presidents of the states named invite the secretary and president of the Illinois Association, also the secretary and president of the National Association to meet in St. Louis for the purpose of conferring with the members of the Chamber of Commerce and railroad officials regarding the weighing system of that city, which has given shippers so much grief the past two years; accordingly on the 26th of February the following gentlemen met in St. Louis: Geo. S. Hayes, president; W. H. Bewsher, secretary of the Nebraska Association; L. Cortelyou, president; E. J. Smiley, secretary of the Kansas Association; C. T. Prouty, secretary of the Oklahoma Association; W. G. Strange, secretary of the Indian Territory Association; G. A. Wells, secretary of the Iowa State Association; H. C. Mowry, secretary of the Illinois Association; B. A. Lockwood, president; Chas. S. Clark, secretary of the National Association; D. Hunter, president, G. A. Stibbens, secretary Southwestern Iowa and Northwestern Missouri Association.

We found conditions in St. Louis very bad, not through any special fault of the commission houses, but because the city had charge of the weighing, which gives the 2x4 ward politicians a chance to make capital out of it, and place privileges in the hands of irresponsible parties and the shipper had to stand all the irregularities. We were very cordially welcomed by members of the Chamber of Commerce and local agents of the different roads who were glad to have us come and help them out of their dilemma. Steps had been taken to take the weighing privileges out of the hands of the city, and a bill to that effect had passed the assembly, but had been blocked in the council. The commission men thought our coming, representing, as we did, 5,000 or 6,000 shippers, would have a good effect, and they have concluded to take matters in their own hands. We were promised that the extortionate charge of \$1 per ear for weighing would be eliminated; and I notice some of the card bids now read "no charge for weighing." The matter was then placed in the hands of Mr. Clark, secretary of the National Association, assisted by Mr. Stibbens, our secretary, to follow up to a finish. This action was taken because it would cost too much to handle it as it had been started, and you may look for good results in the near future.

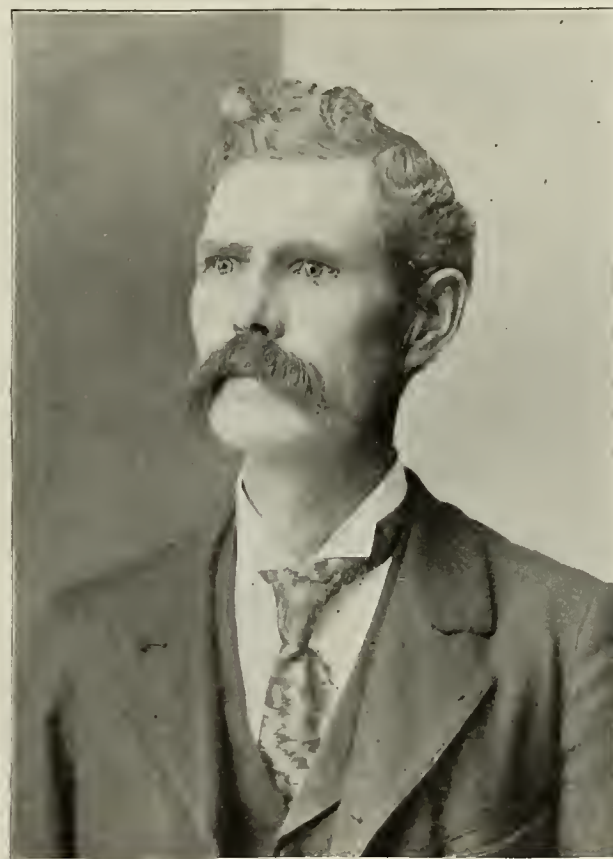
Here is where our appeal to you to come to the support of the National Association comes in. Local associations cannot handle such problems, but the National Association officers backed by all the associations of the country will be a power that local associations cannot expect to attain. In our circular to you we asked you to contribute \$2 per year to the National Association, but at the meeting in St. Louis this matter was carefully gone over and it was decided that if all the state and local associations would

come in as a body \$1 per year per member, together with fees and dues collected from individual members in grain centers and unorganized territory, would be sufficient to hire a first-class secretary who could devote all his time to the work, and pay all other expenses. The proposition will be put before you by the secretary later on, and I hope you will consider it favorably, as a majority of our members are present now is the time to do it.

I had the pleasure of meeting with the Kansas Grain Dealers' Association at Topeka a few days ago and I must say I was very much pleased with the workings of that convention. In spite of Populist legislation and legislators, they are as enthusiastic in their work as it is possible to be under any circumstances, and each and every one had something to say or question to ask, and everything run as smoothly as a clock for two days. While they have more trouble than we, they have three times more members and as much more territory, besides a "Pop" legislature to contend with. Still they are cheerful and full of hope.

When the matter of affiliation with the National Association was brought up it was discussed very thoroughly and a great many questions asked and answered. The matter was then referred to the committee on resolutions, who reported favorably on it; and when the vote was taken it was unanimous in favor of affiliation.

Now, gentlemen, we organized the first association west of the Mississippi River, and while the smallest, we have been the strongest in proportion. Are we going to take a backward step now? I don't believe there is a single man here who wants to see us do that. Then come to the front, get in the band wagon and stay with the National Association through which



PRESIDENT D. HUNTER, HAMBURG, IOWA.

we must look for protection from discrimination where our grain is sold, it matters not in what market.

This may be my last chance at you and I will finish while I have the floor.

There has been some dissatisfaction with some of our officers the past year and the suggestion has been made that we elect by ballot. As a great many were too timid to express their views or to vote them by a ye and nay vote, we have, therefore, had some ballots printed. We can use the same ballots for nominations, and all the nominations can be made at the same time and thus save a whole lot of time. The lines at the top for president, vice-president and secretary are left blank for you to write your choice in. Below we print the names of the present governing committee with blank space between the names for you to write your choice in, scratching any of the old you do not wish to vote for.

It has been suggested that the governing committee have full power to settle disputes between dealers and that any member who will not abide by the decision of said board be expelled. This question has been brought up because we have put in whole nights pleading or wrangling with members over some little matter that any school boy ought to settle, but which was disturbing the business of the territory for miles around. I heard two of our committee remark that they would never serve again unless the constitution be so amended as to give the committee this power. And you will be called upon to-day to vote on this question. In our call it was stated that election of officers would take place at the evening session. As that action would be a little out of order, the election will take place as usual, immediately after the acceptance of the treasurer's report, so as to give your new officers the chance to get their hand in at this meeting. We will now listen to the treasurer's report.

The report of Treasurer G. A. Stibbens of Coburg was as follows:

On hand last report, March, 1900, \$93.97; receipts during year, \$1,417.25, making a total of \$1,511.22.

The expenditures for the year were \$1,360.63, leaving balance on hand of \$151.59.

Nominations for officers were by ballot and the election resulted as follows: For president, D. Hunter, Hamburg; vice-president, H. E. Van Schoack, Elliott; secretary and treasurer, G. A. Stibbens, Coburg; governing committee, F. M. Campbell, Randolph; J. T. Spangler, Walnut; J. D. Young, Anita; J. R. Harris, Northboro; G. H. Currier, Prescott; D. N. Dunlap, Fontanelle; J. L. Gwynn, Imogene.

J. L. Gwynn of Imogene thought that the rules under which the governing committee acted should be changed so that it would have power to enforce its rulings.

Secretary G. A. Stibbens of Coburg read the following report:

Mr. President and Gentlemen:—We have assembled at this time to celebrate the fifth anniversary of this organization, and we are pleased to notice that we have the largest attendance you have ever witnessed. The officers whom you have elected for the ensuing year will strive to benefit you in the future as in the past. The officers you have elected to-day feel that they have the confidence of each member; and we trust we will continue to merit the support and respect of this organization as well as the respect of all other grain organizations. It is not wise for us to think that we do not need the support and assistance of other associations; for every little while some proposition springs up of huge proportions that needs the support of the combined influence of all organizations of this kind known to man. If we remove the dark shadows that are eternally hovering over the grain trade of this country, it must be done by a combined effort. Anything short of this will be a dismal failure. True, each organization separately can handle the local troubles that may arise in their section, but propositions daily arise that require the undivided support of each loyal organization of this kind. They must move and act as one man.

The grain organizations over the grain growing states owe their success to the loyalty of their members, and the support received from the commission houses and railroads. I believe you will agree with me that it would have been impossible for any of the associations to have prospered as they have, if it had not been for the railroads and receiving houses. In fact, a great many of you would not be here if it had not been for the courtesy and kindness of the railroad people in providing a way for you, as you are all aware that the walking is not good. How many of you would vote, if you had an opportunity, to go back to the old way of doing business prior to the existence of these grain organizations? What is the value of your elevator property to-day compared to six years ago, and why the change? No use for us to tell you the reason, for you all know it.

If any of our members have not made a profit out of the past winter's business it is your own fault, for the conditions have been such that you could have made a fair profit on your business had you been so disposed. We want to say to those who are not inclined to live or let other people exist, that it is to your interest and greatly to the interest of the trade that you sell out to some one who desires to get a remuneration for his time and investment. The time has come when the grain business will be just what we make it, and it's up to you to say what the condition shall be in the future.

What are you going to do? Occasionally some of you grow stubborn and declare you can run your own business without the assistance of any association; but we notice that a great many of you never did make any money until the Union stepped in and controlled certain conditions that were detrimental to your business. We have had five years' experience and the time has come when it is necessary for each and every member to say that he will submit to the decision of the governing committee when they are called upon to settle differences that may arise. The men who compose this committee are men of experience in a business way; men who are disposed to be fair in all things. Then we ask you, what is the use of having a committee unless each member will solemnly agree to abide by the decisions they may make in the future? It is not only necessary that you agree to it, but it's absolutely necessary that you abide by it if you desire to have the harmony that should exist among us. This question should be settled at this time so that we can act intelligently in the future, and it should be settled before we leave this room. I trust no member will agree to it unless he expects to absolutely live up to his agreement.

You will agree, we believe, that we are making no unjust demand upon the railroads or the receiving houses. If we were, we would not have their support. On February 26, the presidents and secretaries of the National, Illinois, Nebraska, Kansas, Indian Territory, Oklahoma and the two Iowa Associations dropped into St. Louis and began to inquire into their weighing system. They were not looking for us, and we took them by surprise. They all admitted their weighing system was not what it should be and said they were glad we had taken the matter up, and hoped we would assist them in settling matters right. Here, gentlemen, is a body of men, who form one of the prominent exchanges of the country, who have allowed a few disreputable men to establish a custom of petty stealing from country shippers. Here is an exchange that has permitted the public elevators to take three pounds off of every thousand in order that their weights will hold out when they ship their grain out. Here is an exchange that has allowed grain from their country customers to be placed on team tracks in the outskirts of the city which have no police protection, and stand there subject to the mercy of all nationalities known to a city; then they wonder why the country shipper complains of shortages. They have submitted to the extravagant charge of \$1 per ear as weighing charge, and this charge is sometimes

made by a private elevator concern which happens to buy some grain in the country on track. The private elevator man when asked why he charges one dollar per car for weighing, says he does it because the city weigher and sackers charge it, and they say they have an elevator to maintain.

Think of it, gentlemen: you sell a private elevator owner in St. Louis 5,000 bushels of corn at 32 cents on your track, and when you get your account sales he has charged you one dollar per car for weighing. If this custom is allowed to go on, how long will it be until they will charge you two dollars per car? This will be done just as long as you submit to it. If it is right for public elevators to take three pounds to the thousand because it is a custom, how long will it be until they will take ten, and how long will it be until they will take the whole carload? A few years ago the conditions in Chicago were just as rotten as they are now in St. Louis, but the National Association got a few of the commission people and the railroads interested in the matter and to-day you hear no complaint of Chicago weights.

We believe if the St. Louis Exchange and the different associations place the matter in its proper light before the various railroads running into St. Louis, they will abandon all team tracks which have not the proper amount of police protection. Why the city weighing of St. Louis should be dominated by a few hungry politicians, and why the members of the Merchants' Exchange will submit to it, is a question we cannot answer.

We do know that the combined influence of the grain trade is at work on this problem and they will never halt until the weighing system in St. Louis is as good as other markets. True, country shippers are sometimes to blame on account of poorly coopered cars, and you should see to it that your cars are properly repaired before loading. Receiving houses should not be held responsible for leakage in transit. Country dealers who have facilities for weighing out their grain should be very careful and know their scales and weights are correct; then if you have a shortage you will be in position to furnish sworn affidavits if necessary.

The time will never come in association work when perfect harmony will prevail unless human nature has a radical change. Whenever matters are running smoothly and you believe harmony reigns supreme, beware; it's only the calm before the storm bursts in all its fury. Several times in our experience we have congratulated ourselves that everything was in a perfect condition, but we found these conditions were of short duration. Petty differences are ever springing up here and there that demand quick attention, and unless remedied quickly the whole country is in a fight which means the loss of hundreds of dollars to the trade, ill-feeling among the dealers and trouble for the railroads.

This organization is small compared with other associations and a majority of our members are located on the main line of the Burlington road proper and its branches. Our territory is limited and we have not grown rapidly in numbers; but we are occasionally getting in a new member further east in the state, and this Union is slowly, but surely headed for the Mississippi River and eventually will cover all the territory between the two large rivers in the southern portion of the state. If the railroads were not interested in the welfare of this Union, we would not have their support, and it behooves this organization to so conduct its affairs that we will continue to be supported by the railroads.

Instances have arisen that would have been very detrimental to the interest of certain dealers had they been of long duration, but thanks to the railroads they stepped in and removed the cause which could not have been removed in any other manner. If any of you entertains the idea that the railroads are not protecting their shippers, disabuse your minds of the fact, for they are, and they will continue to do so as long as we conduct the affairs of this organization in a business-like way.

During the first year of our existence we were told many times that this organization could not live, and I am free to admit that for a while the outlook was very discouraging. We were looked upon by some as an organization created for the express purpose of making a fat job for some individual. Dealers were very slow in joining for fear their customers might learn of it; and you know people are usually very suspicious of a grain organization, which if formed by other classes of business men is looked upon as legitimate. But such views are fast dying out, and grain organizations are now being recognized as a public necessity. The disturbers and drones are fast dropping out and the business, generally speaking, is now confined to men of broad views and men of honor. The time is fast approaching when a dishonest dealer will be forced out of business, because he will not be able to find a receiving house who will pay his drafts. Every year that association work is carried on, the safer the business becomes for the receiver.

When you find a dishonest receiver, let him severely alone. Give your business to the people who help to protect your business. We might meet every day for the next thirty days and resolve to do certain things, but unless we make an effort to put them into practice we will never accomplish anything. Your presence here demonstrates the fact that you are being benefited by this Union; and if you continue to support it as you have in the past, you will greatly aid us in promoting harmony. Give us your hearty support and we will do you good.

In justice to the St. Louis receivers we desire to state that since the meeting of Feb. 26th, they have held several meetings among themselves and are making rapid progress toward a better weighing system for that market. We can assure you that the receiving element of St. Louis is as deeply interested in good weights as the country shippers, and they realize this matter is of vital importance to their market. Therefore, you can rest assured that they will leave nothing undone to remedy this matter. This meeting held in St. Louis demonstrates what can be accom-

plished by a combined effort of the grain trade, and it also thoroughly demonstrates the great need of a national association supported and backed up by the entire trade of the country. The Kansas Association has decided as a body to become members of the National, as it is thoroughly awake to the needs of the trade, and we trust that all other associations, as they hold their annual meetings this spring, will fall into line and assist in making the National the strongest organization of the kind that the world ever knew.

W. J. Davenport, assistant freight and passenger agent of the C., B. & Q. Railroad, in a short speech expressed his pleasure at meeting with the members of the Union. He spoke of former efforts at organization in that territory and said that previous to six years ago from six to ten letters were received from grain dealers in every mail asking relief from troubles, whereas now they would not average one a month. Without your help the railroads could have done nothing. We have less trouble and less inconvenience from grain dealers to-day than ever before, and I am glad to see your Union growing in interest and in good work accomplished.

G. A. Wells of Des Moines, secretary of the Iowa Grain Dealers' Association, read a paper on organization, as follows:

There are good reasons for the organization and existence of grain dealers' associations. The day is



SECRETARY G. A. STEBBINS, COBURG, IOWA.

past and gone when the individual dealer was sufficient unto himself, so to speak. The channels of the grain trade have become well worn; the elemental particles are being concentrated, and the business is being done in large volume, by large methods, with large machinery, particularly at central markets. The individual grain dealer of to-day is only a small particle in the immense structure of business relations of the grain trade.

The individual grain dealer cannot say with good judgment and intelligence, that he has no interest in the general character of that structure; neither is it good judgment for him to think that he can have no influence in the construction of it. The state association gives him an opportunity to combine his influence with others, to correct local abuses, and adopt uniform methods.

The National Association gives an opportunity to work influences to correct abuses at central markets, to control legislation, to adopt improved methods of general economy, and to open up new markets in foreign lands. What we need to-day is a complete organization of the National Grain Dealers' Association with a state association organized in every grain producing state, these giving support to the National Association as a delegate body. Modern methods of doing business demand that these organizations exist in the grain trade, as well as in other lines. Grain dealers' associations, therefore, are strictly business propositions, and the character of any association will be a reflection of the individual character of its members and officers.

The work of the secretary consists largely in the working of influences and the character of the individual member is a matter that is always up for consideration by the secretary, as he is obliged to estimate the influence he can exert in any undertaking by the character and disposition of the individual members concerned. If the members are narrow in their views, selfish, arbitrary and vindictive in disposition, it is impossible to work out the results that will be broad and progressive. The ideal member is one who joins the association on general principles, and who is thoroughly interested in the grain as a general proposition and of the handling of grain from

farmers' delivery to consumers' mouth, no matter whether that consumer be a resident of the United States or a native of Africa. We need more members of this class in all the different grain dealers' associations.

We want the friendship and coöperation of every class connected with the trade, including the receiving houses of central markets and the transportation companies. We should endeavor to accomplish results for which we are organized along friendly lines.

C. M. Boynton of Creston said: It has only been about five years since the grain trade was conducted on the same basis as the live stock business. Then any man with a small amount of money could get a lift from a receiver and start in the grain business. But that has been changed, and the grain business has advanced until to-day grain men are well dressed and prosperous. I find that very few grain men are complaining about conditions. Receivers, grain men and farmers are all satisfied. Elevators have made a rapid advance in values. Grain men can take a vacation without fear that their competitor will swallow their business during their absence. Competitors now come to the meetings sitting in the same seat of the railway car. As to suggestions, I think you have advanced along all lines except in the salaries paid your officers. I think these should be increased.

L. Cortelyou, president of the Kansas Grain Dealers' Association, said: I did not expect to say anything when I came here, but I am very glad to be with you. I have heard many good words concerning your Union and I am surprised to see the large attendance. This speaks well for your association and is evidence of its value to you. I am confident that you and your officers are doing a good work.

A. H. Bewsher, secretary Nebraska Association: I have appeared before you so often that I fear I haven't anything new to say. You have left very little for me to talk about. You have no scalpers in your territory and no complaints that I can speak upon. There is one thing, however, and that is, you must keep up the present harmony among yourselves. Very often you will hear that your competitor has been overbidding. You must approach him in a tactful manner and the difficulty will no doubt adjust itself. You must not use your secretary's office for every petty detail, but only as a last resort. If a dealer is not a member of your Union he is unwise. You have also largely to thank your organization for the ruling on the interstate revenue law. There are members here who have neighbors. You are not doing the right thing if you let them stay out of the Union. Get them in and let them have the same benefits which you receive.

E. J. Smiley, secretary of the Kansas Grain Dealers' Association, congratulated the Union on electing its old officers and said in part: Your success prompted us to organize our association. In the northwestern part of our state, in 1895, there were very few dealers who realized any profits from their investments. Card bids were sent to all scoopshovelers. Things were in bad shape compared with what they are now.

Continuing Mr. Smiley reviewed the formation of his association and spoke of the good work accomplished by their check-weight bureau and of the benefits derived from local meetings.

E. J. Noble, chief grain inspector, Chicago: I am here by accident only. I believe that the inspection department in Chicago is giving better satisfaction than it has for the past few years. I say this on account of the few complaints that are now received. We want an inspection as near right as possible and invite suggestions.

G. L. Graham, St. Louis, spoke to the question: "What the commission men of St. Louis are doing to better conditions of weights at that point." Mr. Graham spoke of the work that had been already done and gave an outline of the various suggestions offered at the different meetings, which were called to consider this matter. He ended by saying that they were working earnestly in the interests of their market and soon expected to have better weights at St. Louis.

W. C. Bayles, Mt. Pleasant: I move the appointment of a committee of three to investigate the financial condition of the Union and report on in-

creasing the salary of the secretary and the fees of the president.

The motion prevailed, and the president appointed on the committee F. M. Campbell, Randolph; C. H. Harris, Bartlett; W. F. Johnson, Fontanelle.

W. L. Sheppard, Des Moines, moved to adjourn until 7:30 p. m. Carried.

EVENING SESSION.

President Hunter called the meeting to order at 8:20 p. m. and Secretary Stibbens read a proposition from the National Association inviting the Union to affiliate with that organization.

President Hunter introduced B. A. Lockwood, Des Moines, president of the Grain Dealers' National Association, who told some of the duties which would devolve upon the national body. In his remarks Mr. Lockwood spoke of the new century and the new conditions which would arise for solution by the grain trade. These future problems would be the work of the National Association. In the terminal markets also there was much work for the national body. Everyone who ships to the large terminal markets is indebted for present good conditions to the National Association. With the influence of the state and local associations behind it much more could also be accomplished.

The recent short weight trouble at St. Louis was work that would be properly delegated to the National Association. The attention given to the few men who took this question up with the Merchants' Exchange was because of the large number of shippers which they represented. The National Association could also help to keep up the commercial code of honor among shippers to a fair average. This would be a great benefit to the trade at large, as tricksters are a great detriment to every line of business. The arbitration committee of the National Association should decide upon questions of local differences instead of the state secretary. Fairer decisions would be rendered as the judges passing upon the case would not be acquainted with either of the contestants. The National Association could also cope with questions of state and national legislation.

W. C. Bayles, Mt. Pleasant, in a short speech also favored joining the National Association, and moved that the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri federate with the National Association on the lines of the proposition submitted by its president and secretary, to-wit, dues of \$1 annually per member. The motion prevailed.

L. Cortelyou congratulated the Union on its action.

C. H. Harris moved that the governing committee have the right to settle all difficulties among members, with the added power to suspend a member not accepting their decision until a meeting of the Union.

G. A. Stibbens said that action upon disputes in general meeting had not proved satisfactory, and he thought the action by the governing committee should be final.

M. McFarlin, Des Moines, moved that the motion be amended, giving the governing committee full power to settle all disputes and that members not accepting the committee's decision be expelled. Carried.

Secretary Stibbens called the attention of members to the landlord's lien law, which had passed the house and gotten into the senate, where it was fought to a finish by Mr. Harriman, now a candidate for governor. In his opinion Harriman did not merit the support of grain dealers.

The committee on salaries reported as follows: "Your committee recommends that the salary of the secretary be increased to \$700 per year and that the president be allowed \$4 per day for expenses." The report was accepted.

The following dealers applied for membership and were received into the Union: Van Burskirk Bros. & Co. and J. A. Auracher, Shenandoah; A. Humeston, Humeston; Hopp Bros., Hillsdale.

President Hunter thought that hereafter semi-annual meetings would be sufficient for the needs of the Union.

The meeting thereupon adjourned to meet in six months at Creston.

CONVENTION NOTES.

Conditions in the trade will now only require semi-annual meetings.

The "American Elevator and Grain Trade" was represented by John E. Bacon.

Floyd J. Campbell of the Floyd J. Campbell Commission Company, Omaha, also attended the meeting.

St. Louis sent a delegation consisting of G. L. Graham, J. L. Wright, Geo. W. Lowrey, S. T. Marshall, M. J. Mulally, I. Molter, Jos. Norton, Harry Hunter.

Dealers from Missouri included: M. F. Hackett, Fairfax; G. F. Wilson, H. A. Noble and O. H. Bayles, Watson; George R. Jones, Phelps City; H. F. Leet, Marysville; Charles Sawyer, Westboro.

Western representatives of Chicago firms included Geo. H. Lyons, Armour & Co.; C. M. Boynton, J. F. Harris & Co.; J. W. Chambers, Peavey Grain Company; E. E. Clancy, McReynolds & Co.; H. H. Pogue, Charles Connelman & Co.

The Chicago, Burlington & Quincy Railroad was represented by W. J. Davenport, assistant freight and passenger agent, and J. M. Bechtel, freight and passenger agent, and the Chicago, Rock Island & Pacific Railroad by Division Freight Agent C. H. Caswell.

Other associations represented were: Kansas Grain Dealers' Association by President L. Cortelyou and Secretary E. J. Smiley; Nebraska Grain Dealers' Association by Secretary A. H. Bewsher; Iowa Grain Dealers' Association by Secretary G. A. Wells; Grain Dealers' National Association by President B. A. Lockwood and Secretary C. S. Clark.

The Iowa grain dealers present included C. H. Harris, Bartlett; J. R. Harris, Northboro; W. C. Bayles, Mt. Pleasant; D. Hunter, Hamburg; John B. Samuels, Riverton; R. Whisler and E. Reichart, Farragut; G. A. Willett and O. A. Talbot, Osceola; G. A. Stibbens and W. L. Stibbens, Coburg; J. W. Smith, Lamont; O. T. Hulburd, Osceola; A. Humeston, Humeston; W. M. Hewitt, Lenox; J. H. Gwynn, Yorktown; T. W. Sheldon, Percival; Ed. Rose, Coin; E. K. Windham, Glenwood; Wm. Cool, Cumberland; W. I. Fritz, Clearfield; R. W. Shambaugh, Clarinda; J. Gault and J. B. Wray, Creston; C. A. McCarty and G. H. Currier, Prescott; J. Auracher, Shenandoah; T. M. Campbell, Randolph; E. C. Caton, Strahan; C. R. Davis, Pacific Junction; Wm. Daugherty, Hawthorne; D. N. Dunlap, Fontanelle; W. H. Eaton, Emerson; R. J. Edmonds, Hawthorne; J. A. Funk, Blanchard; D. Gault, Cromwell; J. R. Graham, Hastings; J. R. Giles, Lenox; J. Gilmore and J. L. Gwynn, Imogene; M. Hennessy, Orient; R. C. Hopp, Hillsdale; W. F. Shindley, Lewis; J. A. Irving and J. D. Young, Anita; W. F. Johnson, Fontanelle; G. W. Judd, Sidney; T. A. Kyle and Wm. McMahon, Shenandoah; N. L. Maloney, Essex; T. J. McCormick, Stanton; J. C. McKee, Blanchard; G. A. Pierson, Orient; A. F. Riekey, Griswold; A. C. and O. R. Savage, Adair; W. G. Sherman, Riverton; W. C. Sievers and J. T. Spangler, Walnut; W. E. Simpson, Marne; G. Van Burskirk, Shenandoah; H. A. Van Schoiack, Elliott; Wm. Wheeler, Casey; B. A. Lockwood, J. A. Brown, McFarlin, W. L. Sheppard, Des Moines.

The results of the germinated tests of seed oats which have been made recently under the direction of the officials of the Department of Agriculture of Canada show that Manitoba and Ontario grain is much superior in germinating qualities to that from the territories.

Bishop Hatto, having successfully engineered his corner in corn, and got the entire visible supply safely stored away in the elevators, chuckled exceedingly at his own business sagacity. "But have you no fear," asked one of the squeezed shorts, bitterly, "that a judgment will overtake you for your selfishness and cruelty?" "Judgment overtake me?" sneered Bishop Hatto. "Rats." And even as he sneered one of the attendants, pale with fear, rushed in to tell him the rats were coming.—Ex.

NEW RULES AT CHICAGO.

The following regulations governing official grain samplers were adopted by the board of directors of the Chicago Board of Trade on March 26, 1901:

I. All members of the Chicago Board of Trade who shall act as samplers of grain, millstuffs, seeds, etc., shall be appointed by and be responsible to the board of directors, as provided in sections 1, 2 and 3 of Rule IV.

II. Any member desiring to act as official Board of Trade sampler shall make written application addressed to the board of directors, and such application shall have the written indorsement of not less than one hundred and fifty members of the Association in good standing, which application shall be submitted at a regular meeting of the board of directors, and before such application is approved it shall be posted for examination by members of the Association on a properly designated bulletin for one week.

III. All official Board of Trade samplers shall render an annual report to the board of directors at the regular meeting before the annual meeting of the Association.

IV. The charge for services rendered by official Board of Trade samplers shall be uniform net to all members, firms or corporations, and shall not be advanced until proper notice shall be given in writing, which notice shall be referred to the committee on other inspection, and shall also be posted in a conspicuous place in the exchange room. All fees shall be subject to the approval of the committee on other inspection. Official samplers may charge a higher fee in special cases outside the Chicago district, but in no case can they make a lower than the established rate. Any deviation from the charges established by the committee on other inspection, either by rebate, offsets or any other concession, shall subject all parties so involved to discipline.

V. The adjudication and settlement of claims for damages sustained by any claimant by reason of faulty sample or incorrect information furnished by any sampler, where the amount involved is not more than fifty dollars, may be determined by an arbitration before a committee of three members of the Association, who shall receive no fees, one chosen by each party to the contention, and a chairman on whom the two other arbitrators agree. No samples other than the samples of the official samplers of this Association shall be competent in the adjudication and settlement of claims. All sales of commodities dealt in on the Board of Trade by members of this Association subject to approval shall be subject to approval only of official samplers and inspectors appointed by the Board of Trade or by members of this Association.

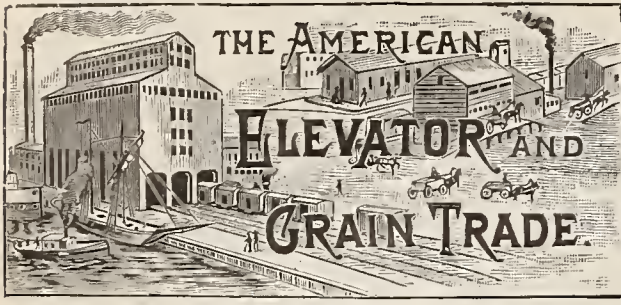
VI. Any award or finding of such committee may be appealed from as provided in sections 2, 3, 4 and 5 of Rule VIII. Agreement to arbitrate and all findings must be made in writing.

VII. No member shall be appointed as official Board of Trade sampler who shall refuse to submit to arbitration any claim arising by reason of sample, report or information furnished by such person, or who shall not settle or adjust all approved claims. Official samplers shall be required to bring duplicate samples in packages of good material on which shall be marked indelibly:

1. Number of samples representing the car or cargo, as top, bottom, any other portion, or the whole parcel, with car number or vessel name.
2. Showing condition, dryness or weevilly.
3. Date of taking sample.

In case of dispute over any official samples, one other official sampler shall go to the car or cargo with the original sampler, and an agreed sample be drawn to settle the dispute. The original sampler shall pay for such resampling if his first sample shall be decided incorrect. A written notice of any claim for damages must be filed within five days after receipt of sample by the buyer.

VIII. It shall be the duty of each official sampler to report at once to the committee on other inspection, in writing, any attempt at fraud or mixing or tampering with samples that may come under their notice.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., APRIL 15, 1901.

Official Paper of the Illinois Grain Dealers' Association.

OPEN OR EXECUTIVE SESSIONS.

A number of correspondents in the department of "Communicated" in this issue discuss the important practical question of open or executive sessions of grain dealers' association meetings. Some most excellent suggestions are offered on this question, which is a live one.

The importance of taking the farmer into the confidence of the grain dealer is apparent, for a large part of the farmer's grievance is due to his ignorance of the practical matters of short weights, missing grades, freights, terminal handling charges, the inevitable expenses of doing business, etc., as well as to the deceptions of the market quotations which he thinks he understands but often does not.

On the other hand, there is the jackass reporter of the local newspaper, whose inflammable imagination plays havoc everywhere, and whom one feels like getting as far away from as possible. Yet even this firebrand is less a nuisance than the farmer boy, whom Mr. Greenough cites, who touches his senior for a money ante and a scoop shovel to go into a business that at a three-cent margin is, he thinks, good for \$30 a car clean profit.

Mr. Bennett's argument is a strong one for publicity, but perhaps the suggestion of "Illinois Dealer" is a practical compromise—invite the farmers to special meetings, where the technical difficulties of handling grain may be discussed. Let him once understand those things and the reasonable farmer will hardly take more offense at the grain men's private meeting than the latter can at the farmer's meeting with his grange behind closed doors.

After all, this question is largely one that should be discussed on the basis that the major-

ity of farmers are men of common sense, and that it is only the minority who deliberately nurse a bellyache to the chronic stage.

KANSAS STILL SUFFERIN'.

Another effort is being made by certain professional farmers to work themselves into permanent jobs by calling a meeting of Kansas farmers, to be held at Salina on May 16, to "devise ways and means which will enable us to market the products of our labors without the aid or assistance of the so-called grain combine, which is now robbing us at every turn of the road," etc.

This call, which is stuffed with such epithets as "unscrupulous," "organized greed," "band of organized highwaymen," for "purposes of robbery," etc., has the old familiar "pop." ring, and is true as to one epithet only—"so-called." The grain "combine" is, in fact, only "so-called," having no existence save in the crazy imagination of the professional farmer, who is as big a nuisance as the professional Irishman, the professional German or the professional agitator in general, who is always a shameless demagog. But that so conspicuous a trade newspaper as the Farm Implement News of Chicago should indorse this bit of demagogism, aimed at responsible Kansas grain dealers, as something that "should be encouraged," as it does in its issue of March 28, gives one that very tired feeling. It isn't decent journalism, which should discourage deliberated asininity wherever displayed.

But the grain dealers of Kansas need have no serious apprehensions of this movement. It is off the same piece as the "Grain Growers' movement of two years ago in Minnesota, whose crazy promoters, with the same hue and cry of "robbery," were going to build country elevators and even secured an act of the Legislature leasing to them a site owned by the state for a terminal elevator at Duluth. The Grain Growers' movement collapsed utterly, because there was no excuse for its existence. The "Exposé of the Grain Trust," published last fall as a populist campaign document by James Butler of Topeka, who is the head and front of this present movement, shows that this man, like the Minnesota kicker, has no knowledge whatever of the real conditions of the grain trade in Kansas, and he has only to open his mouth to talk to sensible farmers at Salina to disclose that fact.

The best thing that could happen to strengthen the moral position of the Kansas Grain Dealers would be to let such a mob as Butler, Bucklin, Green et al. manage the Kansas farmers' shipments for one season. Long before its close they would probably be driven out of the state by an angry mob of farmers, who would be only too glad to return to their old friends, the regular dealers, whose only sin of commission now is that they have succeeded in driving the irresponsible incompetents and the real parasites of the trade out of business and gotten it again into the hands of men who are both pecuniarily and morally responsible and have given to the farming community of that state, as a part of that indispensable factor of farm production, the forwarding of grain to the producer, a class of dealers who can be relied on as both capable and honest.

ILLINOIS AND MICHIGAN CANAL.

The appointments by the governor of Illinois of commissioners of the Illinois and Michigan Canal are not encouraging to those of his friends who took seriously his ante-election promises to give the people of Illinois a "business administration." One of the commissioners is a cousin, without any other personal qualifications whatever for such an office; another of them has never been a resident of a canal county and has never been suspected of ever having had, even remotely, any interest in the canal—he is merely a small-bore politician in a dead sure Republican county; while the third commissioner is a survival of the late commission, which was in all respects about as bad as it well could be.

The canal, which resumes navigation to-day (April 15), has long since ceased to be the considerable factor in the grain business of Northern Illinois that it was thirty to forty years ago, yet it still carries considerable grain into Chicago and Peoria and might carry more if its managers, the commissioners, could be induced to dredge its shoals and keep it otherwise in repair, instead of squandering its revenues in such luxuries as \$10,000 a year for attorney's fees and the like.

The usefulness of the canal is that of an arbiter of rates, but even that quality has been of doubtful force of late years, and is quite certain not to be improved under the management of what now appears on the surface to be the most thoroughly incompetent board of canal commissioners the historic ditch has had during its history of nearly seventy years.

THE BUCKETSHOP TAX.

Most of the revenue collectors find the chief difficulty in collecting the new bucketshop revenue tax will be to find the bucketshops. The law required them to declare themselves on April 1, but aside from the Christie concern at Kansas City, which puts on quite as much agony as the Board of Trade itself of that city, practically none in the West have declared themselves, for obvious reasons. For most of the states make the bucketshop illegal, so that if operators declare themselves for federal taxation they in effect plead guilty to a criminal offense within the state. The Christie concern, with characteristic nerve, repudiates the title of bucketshop, and since Commissioner Yerkes, following the courts, rules that it is "neither a board of trade nor similar institution," its owner has been pleased to inform that official that it "cannot comply with the ruling" and invites arrest and trial.

The satisfaction with which the regular brokers have observed this apparent collapse of the bucketshop will be, however, rather more than tempered by the character of the rulings of Commissioner Yerkes as to what constitutes a bucketshop transaction, or one subject to the special tax of 2 cents per \$100. While the law's definition of a bucketshop as a place where trades are based on quotations made elsewhere may or may not be as clear as mud, the commissioner himself has ruled that it is to be strictly construed; that is to say, all brokers who do not receive into their possession for delivery the property dealt in must be classed as "brok-

ers of class No. 2," or bucketshoppers, and their trades taxed at the 2-cent rate.

A ruling to this effect was given in the case of a Mobile broker, who stated to the commissioner that he acted as agent for customers who made their trades through a prominent Chicago and New York firm, whose order blanks contained conditions which, while specifically stating that trades are "executed with the distinct understanding that actual delivery is contemplated," also provided that "on all marginal business the right is reserved to close transactions when margins are running out without further notice," etc. The commissioner rules that said notice that delivery is contemplated "will not be of itself accepted as conclusive on that point," and that "if marginal transactions are closed according to quotations of prices, without being carried to any Board of Trade, the business must be regarded as that contemplated by the statute relating to bucketshop transactions."

Apparently, then, the commissioner is disposed to be critical, to say the least. But if all marginal trading outside the doors of the exchanges, in branch houses and other places when the trade is settled on the basis of quotations and not by delivery of the actual stuff, are to be classed as bucketshopping, the commissioner is pretty sure to "get himself disliked." For what would be the use of private wires and branch houses in every little sporty town of the country if one has to put a plaster in the way of a bucketshop license on his office wall and subject himself to the insinuations of a petty city marshal who wears a slouch hat and chews plug tobacco?

IOWA GRAIN DEALERS.

Secretary Wells, in the department of "Communicated," gives an outline of the program of the coming convention of the Iowa Grain Dealers' Association, to be held at Des Moines on April 24. Those who have ever enjoyed the privilege of being a guest of the Des Moines grain dealers will need no urgency to attend this meeting, aside from its importance to the grain dealers of the state as such.

The success of the Iowa Association, which is now only about a year old, has been phenomenal. The conditions were then ripe and the iron was struck a hearty blow at exactly the right moment. It only needs now to bring the dealers together to compare notes in order to show what have been the real accomplishments of the year. Even active, interested members will, it is apprehended, be surprised at the amount of permanent good accomplished. Every Iowa dealer should attend.

MONTREAL ELEVATORS AGAIN.

After all, the efforts of Montreal to get a grain elevator are getting to be quite ludicrous. A great city of 250,000 people, with the accumulated wealth of 250 years of commercial supremacy in the Dominion, the port of the Dominion, the terminus of a canal system that has cost scores of millions and of several railway systems, including a great continental line, and all that sort of thing, yet it has been waiting for two years, and is still waiting, for "an alien and a stranger" to take its gift of a valuable site, not

to mention a bonus otherwise, and put a few hundred thousand dollars into one of the commonest of terminal buildings, a grain elevator, a half a dozen buildings similar to which have been erected in Chicago alone in the same time by private individuals without securing even so much as a "first page" notice in the newspapers!

Even Montreal people are beginning to harbor the suspicion that the said elevator system is not so absolutely necessary to the commercial existence of that port as it has been thought, else private capital would have taken a firmer hold on this persimmon. Perhaps a better ocean service and lower marine insurance might stimulate things enough to bring an elevator without a big bonus. However, some Chicago men have now appeared on the scene, and Montreal can be assured that if there is anything in it that city won't have much longer to wait for an elevator.

ARGENTINA AS A RIVAL.

Nothing has been quite so delightful of late years to the scribbling globe-trotter as the invention of new bogey-men to scare our unoffending and plodding American farmer. Siberia's wheat has been exploited ad nauseam; the Australias have had their sheen of awful phosphorescence; even the dead Mesopotamian Valley is now said by a library farmer in Germany to threaten the "bread and butter" of the American wheat grower. Most of these travelers are palpably ridiculous, but B. W. Snow's late report of conditions in the Argentine seems to be entitled to respectful attention, because his account is corroborated both by statistical and documentary testimony.

Mr. Snow points out that the wheat area of the republic has been steadily extended until it now covers a range 1,000 miles long by 200 miles wide, with a climatic sweep similar to that of our own wheat areas. Likewise there is a gradual extension southward, as our own fields of North America have reached out to the north. While in some respects the immigration is not of so desirable a class as that of North America, being largely from Italy and Southern Europe, nevertheless the Italians make good farmers and take kindly to American farm methods and machinery, so that the average yield per acre is not much below our own and is increasing. In former years the yield was uncertain, owing to concentration of the crop, but as the area broadens, failure in one section will be offset by abundance in another, so that in the future, with the natural increase also of immigration and native population, a more regular volume of production of wheat may be expected.

Corn is as yet largely a local crop of the province of Buenos Ayres, other provinces apparently not being favorable to this cereal. But this was said of Minnesota and the Dakotas five and ten years ago, in spite of which fact all of these states are now growing more or less corn and certainly will grow more in the future. Of the Argentine corn crop, harvested in February, it is estimated that 70,000,000 to 80,000,000 bushels will be exported, equaling wheat in quantity and being largely in excess of last year's exports. As formerly was the case with wheat, the corn exports fluctuate widely from year to year for similar reasons.

Until Argentina increases her home consump-

tion by an improved standard of living, which comes but slowly to immigrants of the Latin races, a larger proportion of exports, compared with total yield, will obtain than with us, and so the rivalry of the two markets will be keen; but North America must remain the preferred shipper. Trade follows latitudinal lines more readily than it does the longitudinal, and in volume is larger between rich nations than between poor ones or between a rich and a poor people. But while the Argentine may thus play only second fiddle, it will play a dominant note always, and one so distinct that dollar wheat, except in abnormal years of the world's crop, will probably be the exception and not the rule hereafter.

CONSIGN YOUR OATS.

The selling-on-track habit is responsible for not a few sly rakeoffs of which the country shippers do not get the benefit, because that kind of a shipper does not study market conditions very carefully. He doesn't have to. A case in point is the oats market. One very large buyer recently sent out fancy bids for this cereal and has had placed at his disposal a large quantity—much more than he wants. Of the arrivals he selects the very choicest cars and then dumps the balance on the commission men to dispose of at any price the stuff will bring.

Now, if this buyer were forced to go on the floor to buy the grain he needs, the price of oats (which is and has been 'way out of line with corn) would advance on the open market to a figure better than his best bid, and no oats would be left over to be dumped at a sacrifice.

Selling-on-track is the easy man's way of doing things, but facts like the above about oats suggest the question whether it is, after all, the best way—at least, with oats.

UP TO THE OWNERS.

The quashing of the last indictments against Lloyd J. Smith, late manager of the Chicago Elevator Company, which was guilty of shipping grain without canceling the outstanding warehouse receipts therefor, on the ground that he was not a public warehouseman, but only the employe of one, is a reasonable interpretation of the law. At least, it fixes the responsibility for the malfeasance where it belongs. So far as the public, as a dealer in warehouse receipts, is concerned, it has only an incidental interest in the relations of employers and employes. It should not be required to originate complaints to adjust those relations as a part of its process to adjust its own relations to the employers. As the employers of Lloyd J. Smith are presumed to have benefited by his peculiar management of their elevator, the prosecuting attorney would now be justified in turning his attention in that direction, giving Smith a rest. However, it is something to know definitely that for practical purposes a "public elevator man" is not the man who works the steam shovel, but he who wears the good clothes and pockets the profits of the business.

In reply to an inquiry, we may say that the Illinois Valley Grain Dealers' Association is a branch of the Illinois Grain Dealers' Association, all members of the branch association, with one exception, being also members of the state association and coöperating heartily with it.

EDITORIAL MENTION

Are you a bull or a bear?

He that is not for us is against us.—Jim Patten.

If your insurance rates are unsatisfactory try the millers' mutual companies.

Attend your association meetings. The greatest enemy to prejudice is contact.

Doesn't the quashing of the indictments against Lloyd J. Smith bring it up to the owners of the Indiana and Wabash elevators?

Secretary Stibbens, at Coburg, Iowa, is looking after complaints of the treatment of shippers to St. Louis. If you have any, make them to him.

The opinion is gaining ground that Capt. McDougall's Mississippi River whaleback barge line is going to be in it this season as a grain carrier.

Grain inspected "on approval" often results in a "disapproval" to all parties. Shippers should be able to load cars with the view to a fair inspection.

It is not too late for grain dealers to personally remind Gov. Yates of Illinois that they would like a grain man on the Railroad and Warehouse Commission.

The annual meeting of the Nebraska Grain Dealers' Association will be held at Lincoln on April 16. A very successful and interesting meeting may be expected.

Mr. Jos. Leiter must needs look to his laurels as the farmer's friend par excellence of his generation. Mr. Phillips is chasing in his direction with a tolerably rapid gait just now.

The incendiary who goes about after dark with a kerosene can and a match is not the only incendiary. The slovenly employe has claims to distinction in that direction sometimes.

The Lake Carriers' Association did not, of course, inaugurate the lake engineers' strike, but is not their arbitrary refusal to treat with the engineers an abetment of its continuance?

At the instance of the St. Louis Merchants' Exchange, the Illinois Warehouse Commission has decided to amend the inspection rules at East St. Louis to permit reconsigned grain to be run through one public elevator with only one inspection fee.

The French farmers, like their German contemporaries, have got after American corn, and have succeeded in getting into the assembly two bills, one raising the duty on corn from 58 to 96 cents per 220 pounds, and on corn flour from 95 cents to \$1.52 for same amount. It's a great pity, they must think, that these continental

farmers can't be allowed to push everybody else off the earth who presumes to cultivate the soil.

The Illinois Grain Dealers' Association is now revising its directory of regular Illinois dealers, which is soon to be issued. It will be the most complete book of the kind ever issued.

Owing to illness, Mr. B. S. Tyler was obliged to decline a nomination for mayor of Decatur. It was a serious loss to Decatur, which would have been fortunate in having Mr. Tyler in the mayor's office.

Archibald D. Shamel's "Seed Corn and Some Standard Varieties for Illinois" has been issued as Bulletin 63 of the University of Illinois Experiment Station—a very valuable document which should have a general circulation throughout the state.

"House Bill 89" seems to be a sort of rap at the existing Illinois bucketshop law by authorizing the granting, on payment of \$2,000, of a license to deal in grain, etc., for future delivery or on margins without the intention of delivering the stuff. It ought to be killed, but has gone to a third reading.

A state law of New York makes it unlawful for any company to invest more than \$50,000 in the transportation business on the state waterways. And to make sure that the horrid monopolists will not get hold of the transportation systems of the state, the Legislature persistently refuses to repeal the law!

The Wisconsin Legislature has enacted a law authorizing the state board of agriculture to collect the materials therefor and to publish a monthly crop report. It will rely on the service of voluntary correspondents, and will no doubt muddle matters as badly in that state as is done by other state reports similarly prepared.

The Grain Dealers' National Association must be allowed its proper proportion of bouquets, but it is hardly entitled to one for reforming grain weighing at Chicago. The Illinois Grain Dealers' Association and the weighing committee of the Board of Trade were looking after this question before the National Association was born.

Gov. Yates has not yet announced his appointees for either warehouse commissioners, grain inspector or registrar. Rumor has it that he intends to "shake up the grain office," but if his shaking up of this office be off the same piece as his "shake up" of the canal office, the grain trade may

—"rather bear those ills we have
Than fly to others that we know not of."

Rumors of a new "corn" tax to pay the Boer war expenses have at last reached such form in England that the grain trade at Leeds has begun making contracts embodying the clause that the duty, if any be levied on grain bought for future delivery, shall be paid by the buyer, while in Liverpool the trade is so much restricted that the chancellor of the exchequer has been appealed to to put a speedy end to the uncertainty. Apparently these grain merchants do not share in the confident belief of a certain English miller

in a milling journal that the duty would be paid by the complaining, perhaps, but still complaining, American or Argentine shippers.

Chicago has been unusually full of grain men the past few weeks, all followers of the Geo. H. Phillips Co., and incidentally rendering the company their moral and financial support. The West sent the largest contingent, and when not helping boosting up corn, they have been taking in the city's many attractive resorts, her parks and boulevards.

Certain members of the Kansas City Board of Trade are advocating the creation of "associate memberships," which shall pay \$100 a year in dues, but no membership fee. Such memberships would entitle the holders to deal in wind exclusively, they being barred from tampering with cash grain. Is this a sly scheme to capture the "traders" in the Christie "board of trade?"

An elevator man at Henry, S. D., has discovered a new grain parasite, a mass of which he found in the middle of a bin of wheat. Seen under a microscope, it made his flesh creep, having eight legs and two feelers to each leg. He could not identify it, but sent it to the college at Brookings for examination. A dose of bisulphide of carbon would probably work its destruction, however.

The St. Louis grain receivers must be commended for their activity in the work of remodeling the methods of that market. It is no slight task to overturn trade customs that have been approved by long usage, but there is little doubt that St. Louis will accomplish this. Already, we are informed, the extortionate weighing fee of \$1.00 per car has been abolished, or at least is no longer charged to the shipper.

One of the features of this year's crop in North Dakota will be the increased area planted to corn. When such companies as the Amenia and Sharon Land Company, with its 40,000 acres, formerly planted to wheat exclusively, put a tenth of their holdings into corn, the change of crop becomes significant. It is not expected that much North Dakota corn will find its way to market, but the turning to corn may be said to mark a radical change of methods in this once exclusively wheat country not without interest beyond state lines.

Shippers to Minneapolis should, for the present at least, take extra precautions to weigh and in weighing grain loaded for that market. For it appears the terminal is infested with grain thieves, who, the local papers state, are working with accomplices in the elevators. The favorite method of operation now is to break the car seal, remove such amounts of grain as is desired, and then to replace the seals with new ones furnished by the accomplices, thus leaving the impression that the grain stolen could not have been put into the car at all. This plan of operation is based on the supposition, not wholly inexact, that many shippers do not actually weigh their grain before it leaves their elevators, but estimate the number of bushels loaded. In such event, if the weighmaster's report shows the car short, redress will be difficult to obtain. Complaints of shortage are becoming fewer day

by day from all markets, but eternal vigilance by the shipper is the price of good weights and always will be.

Another bill indefinitely postponed by the Nebraska Legislature is one giving a lien on grain to the thrasher or sheller. Unlike the landlord's lien laws, however, this bill required the thrasher, or sheller, to file his lien within 30 days, and thus give public notice thereof. In this respect it was much fairer than the landlord's lien, although it was itself unfair, since it took precedence over all other liens on the grain.

Mr. W. J. Conners is said to have spent \$213,000 in his effort to raise capital to build his elevator system at Montreal, which does not include the \$50,000 forfeit, which he may or may not recover. It is barely possible that if Mr. Conners had been more interested in the elevators and less in the profits of promoting the scheme, his syndicate might have built all the elevators Montreal needs with another \$250,000 and have made some money on the investment, too.

The Chicago Tribune is pretty well satisfied that the secret of the strength of corn lies in the fact that the reserves are running low, those of 1897, equal, it is estimated, to a year's crop, having been reduced almost to exhaustion by extraordinary demands for the years following. Many dealers will agree with this view in the main, but it is not so clear that the excessive consumption of corn is largely due to the demand for it for the manufacture of cereal breakfast foods, unless, indeed, as an old pioneer, who had lived on corn in some shape, said when he lost his teeth, the Tribune refers to the breakfast foods of the Peoria "mills," which are easier to chew before breakfast than those from the corn mills of Decatur.

A general prosperity has been waiting upon the grain trade during the past few months. Bountiful crops and good prices have pleased the farmers, and grain dealers have been able to make fair profits in handling the grain. An indication of the present good conditions in the grain trade is the remarkable advance in the prices of grain elevators. Houses have doubled in value during the past year and good locations with modern elevators are seldom on the market. The activity in grain elevator building has also seldom been equaled at this time of the year, and, with the railroads and exchanges seemingly intent upon keeping up the present good era, the grain trade seems to be entering upon a season of unalloyed prosperity.

The Western Elevating Association, or elevator pool, of Buffalo, has not announced a renewal of the agreement expiring on April 15, but there is no doubt the agreement will be renewed. The state railroads out of Buffalo are too much interested in the pool as a means to the end of their own pool to allow it to lapse. The elevating pool's charges have not in the past two years been themselves extortionate, perhaps, and the system has facilitated the unloading of vessels, but the arbitrary increase of freight rates eastward, with the equally arbitrary assumption of dictatorial power to direct how the grain shall be shipped, and the

levying of punishment on non-members of the elevating pool by the railroads, is so gross and outrageous an invasion of private rights that it seems remarkable the courts of the great state of New York have not before this sustained the principle of justice for which Mr. Spencer Kellogg is contending in his suit against the Lehigh Valley Company.

Gov. Odell's recommendation as to the Erie Canal improvement, referred to elsewhere, is not entirely satisfactory to some of the friends of the canal, but he certainly makes a strong case. It is also likely that if any plan is approved by the people of the state of New York it will be that indorsed by the governor. Any canal that will be able to meet railroad rates of freight will justify its existence. The plan approved by the governor apparently does that, and at a minimum of cost to the taxpayers, who, in New York at least, are seemingly growing restive under the load of local taxation, especially, as in this case, taxation for public works of more direct benefit to non-residents of the state than to its own people.

The Wisconsin Supreme Court, in the case of L. Bartlett & Sons of Milwaukee against E. C. Collins, a farmer and grain dealer of Plymouth, has rendered a decision in favor of L. Bartlett & Sons. Collins, on July 30, 1897, ordered the plaintiffs to sell for him 1,000 bushels of wheat, and on August 6 another 1,000 bushels. They did so, on the understanding that the grain would be delivered. Collins deposited \$80 in margins and refused to put up any more money or to deliver the grain, and as a defense to the suit for damages pleaded gambling. The lower court found for Collins, but the higher court very properly reversed that decision, although two members of the court disagree. This is unfortunate. The judges ought not to strain a point to favor those who try to evade commercial contracts. It is easy enough to identify gambling trades. In a case like this it would be difficult to see gambling in the trade without casting unwarranted suspicion on the entire system of buying and handling grain in this country.

The Appellate Court has rendered a decision reversing the lower court's orders granting injunctions in favor of Frank D. Riordan against the Chicago Board of Trade, restraining the latter from trying and expelling him for repeated violations of its rules. The decision will have a wholesome effect. The idea that a man should voluntarily join any association of business men and then call on and get protection from the courts when he had deliberately violated the rules and regulations he had agreed to abide by and had snapped his fingers defiantly in the face of its board of managers who called him to account, is preposterous. Organization for a legal purpose must be permitted to discipline its members for violation of its rules, so long as those rules are legally unobjectionable, and any different ruling by the courts would be simply subversive of many indispensable commercial organizations. The grain trade associations, meantime, should take heart from this decision and welcome the principle on which it rests, and insist, as Messrs. Hunter and Stibbens of Iowa do, that a grain dealers' associa-

tion's governing board must have the constitutional right to expel an unruly member or else the association may as well quit.

The loss of \$650,000 by the burning of the grain elevator of the St. Louis Elevator and Storage Company will give new impetus, if that were needed, to the construction of only fireproof terminal elevators. The suggestion that this great loss was caused by juvenile incendiaries will only emphasize the need for fireproof construction. Indeed, modern methods have so reduced the cost of that type of construction that only the reckless investor will now ignore it, the difference in favor of inflammable construction being quite offset by the heavy insurance rates which are not likely to be decreased by this recent loss to the companies.

Grain elevator building will be very soon placed in the category of the exact sciences. For economy in handling grain, saving of space and construction so as to require the least power for amount of work done, the modern elevator is far superior to that of a decade ago. And the reason for this is that brainy architects have been constantly devising new and better plans for houses, with the result that they have taken many steps forward. The gas engine has made the "one-man house" a possibility. In the modern house the location of the driveway, power and machinery contributes very materially to economical handling. Manufacturers of grain elevating and conveying machinery have also kept pace with the builders in helping to perfect a model house. Friction has been lessened along various lines, the fire hazard has been greatly decreased. The elevator architect and the machinery manufacturers certainly deserve credit for their work in being able to build for the grain man what is known as an up-to-date elevator.

The Farm Implement News, which commends a populist agitation for a farmers' elevator system in Kansas to fight those "highway robbers," the grain "combine," as something which should be encouraged, is quite distressed that a certain Illinois dealer in binder twine, "who bought early enough to be benefited by the advance," should publish, as his trade advertisement, the current wholesale quotations on twine and threaten to do so weekly "until after harvest." Now this not unusual exhibition of stupidity on the part of the said retail dealer, who ought to have sense enough to pocket his legitimate profit and keep his face closed, fully justifies the News' lament that "It is a pity that dealers who thus ignore their opportunities are not the only victims of their folly;" that "competitors who bought early are robbed of this opportunity," and, "worse than that, late buyers in the same locality are forced to sell at practically a loss." The News' wail of woe is justified, of course, but just think of the monumental gall of the News in condemning by innuendo, in the same issue, the Kansas grain dealers for uniting to prevent trade abuses infinitely more far-reaching and destructive of trade harmony and far less unfair to the farmer than such procedure of the said twine dealer as it would approve! Of course, consistency is a rare jewel, but a man ought not to try to work off too much of his pinchbeck stuff in one issue.

Trade Notes

Manufacturers of wagon dumps should correspond at once with the Blue River Milling Co., Edinburg, Ind., who are now in the market for same.

The Skillin & Richards Mfg. Co., Chicago, has been awarded the contract for complete machinery equipment for the new elevator which Churchill & Co. are building at Buffalo, N. Y.

Mr. A. S. Garman, as agent for the Huntley Mfg. Co. of Silver Creek, N. Y., secured the order for separators and oat clippers required for the new elevator now building in Columbus, Ohio.

The Wolf Company, Chambersburg, Pa., who are constantly calling the attention of the trade to their Columbian Roller Feed Mill by their attractive advertisements, have made M. E. Rozelle their southern representative, with headquarters at Nashville, Tenn.

The Robt. Aitchison Perforated Metal Company of Chicago have closed a contract which will require about sixty tons of sheet steel. From the present outlook 1901 will be the banner year with this company. With increased facilities, however, they can handle all that comes.

Seeley, Son & Co., elevator builders of Fremont, Neb., report that their prospects for work this season are the best they have been for several years. They have just closed a contract for an elevator and warehouse of 80,000 bushels' capacity for Seley & Early of Waco, Texas.

The Weller Mfg. Co., Chicago, has the contract for the elevating, conveying and transmission machinery for the new 1,000,000-bushel elevator which the Texas & Pacific Railway is building at Westwego, La. The elevator will handle export grain only. J. W. Thompson of St. Louis is the builder, after plans made by the Barnett & Record Co., Minneapolis.

The Pneumatic Elevator & Weighing Co., Indianapolis, Ind., has purchased the factory and grounds formerly owned by the American Casket Co. at Morris Street and the Pennsylvania Railroad. It is a commodious 3-story brick building, with 1½ acres of ground, and has good switching facilities. They will put in equipment and begin manufacturing operations at once.

G. H. Stephens, manager of the New York branch of the Webster Mfg. Co., informs us that they secured the contract for the grain handling machinery required for the important improvements which the Boston & Maine R. R. Co. are making in their Mystic Wharf Elevator at Boston. The improvements are largely in the way of new galleries and loading facilities for vessels.

The new catalog No. 10 of Sprout, Waldron & Co., Muncy, Pa., comes to us in a neatly lithographed cover. It contains 56 pages, devoted to illustrations and descriptions of their Monarch Attrition Grinding Mills, French Burr Mills, Monarch Crushers, shellers, elevators, power transmission machinery and mill and elevator supplies. We presume they will gladly mail a copy to anyone requesting it.

The Riter-Conley Mfg. Co., Pittsburg, Pa., has been awarded a contract for the large steel building to be built at Allisville, near Milwaukee, Wis. This will be the first building of the Edw. P. Allis Co.'s new plant at that point and will be used as a machine shop. It will require about 2,000 tons of steel. The Riter-Conley Co. are constantly handling large contracts of this kind, including grain tanks and steel elevator structures.

The Borden & Selleck Co., Chicago, reports recent sales of large Howe Standard Scales to the following: Wm. Hasenwinkle, Hudson, Ill.; Evans & Hare, South Bend, Neb.; De Long Bros., Sadoris, Ill.; Jno. J. Killian, Normal, Ill.; Younglove & Bogges Co., Mason City, Iowa; F. B. Carson, Webster City, Iowa; Wolf Bros. & Rowland, Lanark, Ill.; Crowe Lumber & Grain Co., Humphrey, Neb. Sales of Harrison Conveyors and machinery to C. Reiss

Coal Co., Sheboygan, Wis.; Cook & Brown Lime Co., Oshkosh, Wis.; Laclede Power Co., St. Louis, Mo. Howe Gas and Gasoline Engines to Turner & Brenner, Wakefield, Neb., 20 h. p.; N. W. Connally, Toledo, Ohio, 20 h. p.; F. Duttweiler, Findlay, Ohio, 15 h. p.

The Witte Iron Works Co., Kansas City, Mo., since moving to their new shops at Fifth and Penn streets, have been running two shifts to fill engine orders. All the old tools were discarded, and an entire new equipment of machinery was installed in the new works. The company has now 14,000 feet of floor space, all well lighted, and an output of 34 engines per month of all sizes. Preparations are now going forward, however, which will increase this output to 100 engines monthly.

We have just received from the Webster Manufacturing Company, Chicago, a copy of the new Catalog M, consisting of 272 pages, finely printed and illustrated, in flexible cloth binding. This is the latest addition to their series of catalogs, which are as follows: Catalog H, vertical gas and gasoline engines. Catalog J, horizontal gas and gasoline engines. Catalog K, power transmitting appliances. Catalog L, sprocket chain appliances. Catalog M, elevating and conveying appliances.

In Machinery Hall at the Pan-American Exposition, Buffalo, one of the working exhibits will be operated by a Dodge American System Rope Transmission. Taking its power from a 250-horsepower Murray Engine, the rope will operate a 16x16-inch Root's Rotary Pump, with capacity of 2,500 gallons per minute, at a speed of 180 revolutions per minute. Intending visitors should make note and be sure to see this exhibit. The Dodge Mfg. Co., Mishawaka, Ind., will also furnish the entire power transmitting machinery, consisting of pulleys, couplings, hangers, collars, and including a mile of shafting from three to nine inches in diameter for the distribution of 2,000 horsepower throughout the immense new plant of the Singer Manufacturing Co. South Bend, Ind., now in course of erection.

Catalog No. 17 of the Weller Mfg. Co., Chicago, is a highly creditable production. It consists of 400 pages, of which the first 55 are devoted to half-tones and wood cuts made from photographs of work in large mills and elevators which the company has recently installed. Nearly 40 pages are devoted to illustrating and describing the new helicoid conveyor and appliances in which they have recently acquired an interest in the patents. The catalog also embraces elevating, conveying and power transmission appliances of every description, thoroughly illustrated, and a list price has been annexed to every standard appliance which the firm makes. This feature will be appreciated by the entire trade. The subject of belt conveyor appliances is also treated exhaustively, and considerable space is devoted to engineering tables and other useful information for mill and elevator owners and superintendents. The company desires that everyone interested should have a copy of the catalog, which will be sent, express charges prepaid, upon application.

Secretary F. L. Cranston, of the Huntley Mfg. Co., Silver Creek, N. Y., expresses the opinion that times were never better than at present. He says: "We intend to push during the present year, as we have never pushed before, our entire line of machines. Our entire plant is busy, employing the maximum force, and working extra hours. When we built a large addition to our machine shops last fall we thought, now we'll have plenty of room; but we are again getting so we feel as if our clothes didn't fit us. This spring we are going to enlarge again, and put in additional force and machines to take care of some special types of machines that we have perfected. These machines are the product of our own plant in idea and construction, and—well, they will be worth talking about. In this connection we feel that a word should be given the trade press for the good work it has done for us. We have always been advertisers. We have always believed in printers' ink and have used plenty of it. This policy has helped place the Monitor machines where they are to-

day, and the help has been cheap help, too, from the standpoint of the trade it brought."

H. W. Caldwell & Son Co., Chicago, have issued a new catalog, No. 26, which for durability of binding and general excellence has, we believe, never been excelled in this class of trade publications—not even by its worthy predecessors. It is cloth bound and contains 440 pages devoted to the many Caldwell specialties, as well as standard goods in the conveying, elevating and power transmitting machinery line. Purchasers of elevator machinery and supplies will do well to request a copy from the Caldwell Company.

In a recent letter Mr. Ransom E. Olds, president and general manager of the Olds Motor Works, Detroit, Mich., gives us some particulars regarding the fire which destroyed the greater part of their factory at Detroit on March 9. They started up in temporary quarters on March 20, and as all their automobile patterns and drawings were saved, as well as large quantities of material in their unburned warehouses, they do not expect their orders for "Oldsmobiles" to be delayed for more than 30 days. Mr. Olds further states: "By the last of April we will reach a capacity of 10 completed machines per day. Our Lansing plant, by running day and night, will take care of our gasoline engine business, so that all orders will be filled with the usual promptness. We notice some of the papers stated that the fire was started by gasoline. This is not true, as there was no gasoline stored in the building. The explosions heard during the fire were tanks of carbonic acid gas, used for inflating tires. The fire was caused by a leakage of natural gas which opened a 3-inch main into the center of the buildings; this accounts for the rapidity of the flames. At this writing we have orders for 334 'Oldsmobile' gasoline runabouts upon our books. These will be taken care of within the next two months, so that we are now prepared to take orders for May delivery."

The Invincible Grain Cleaner Co. of Silver Creek, N. Y., have been experimenting for some time with a spiral wire belt, for the purpose of separating oats and wheat (succotash), and now have a machine in operation at the Iowa Elevator in this city which is producing results pronounced by expert grain men as marvelous. The proportion of oats and wheat in mixture, be it one per cent oats and ninety-nine per cent wheat, or ten per cent wheat and ninety per cent oats, appears to make little difference with the machine, it delivering the oats practically free from wheat, and the wheat free from oats. The machine at the elevator has a capacity of about 200 bushels per hour, occupies small floor space, requires little attention, and can be driven with no more power than would be required by a grindstone. The separation is positive, and when one understands its working principle it is readily seen why it is so effective, and why an enlarged machine will have greater capacity and do equally effective work. The Invincible Grain Cleaner Company have named this machine the Invincible Spiral Belt Grain Separator, and anticipate a large demand for it, both from the milling and elevator trade. Their Chicago representative, Mr. W. J. Scott, at the Wyoming Hotel, will be pleased to show the machine to interested parties. Correspondence addressed to Mr. Scott or the Invincible Grain Cleaner Co., Silver Creek, N. Y., will receive prompt attention.

E. S. Fursman of El Paso is superintending the collection of the grain exhibit to be made by Illinois at Buffalo. The corn exhibit will consist of 1,000 ears selected from the exhibit of the Corn Carnival at Peoria last year.

Seed grain will be admitted into Manitoba free of duty until June 1. The importer must sign a declaration to the effect that the grain imported is for use wholly as seed this year by bona fide farmers. The farmer, in turn, must sign a form of certificate declaring that a certain quantity of the seed grain imported is for his own use and will be used wholly in good faith by him during the year as seed.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Right to Insurance Collected by Warehousemen.

An owner of seventy-five tons of stored hay that were destroyed by fire sued the warehousemen for the value thereof. He alleged that they had insured his hay for his interest, and that after the loss they had collected the insurance thereon and held the same in trust for him.

Now, if this was true, then the failure of the warehousemen to pay over the moneys so held in trust, the Court of Civil Appeals of Texas declares, would be inequitable, and a judgment against them for the amount so held would be proper. If, however, the warehousemen were under no obligation, by contract or custom, to insure his hay, and in procuring insurance upon their own hay the policy executed to them contained language sufficiently broad to cover his hay, and a loss occurred, which the insurance company settled, and the amount paid in settlement was only sufficient to cover the loss of the warehousemen, then, the court holds (Pittman against Harris, 59 Southwestern Reporter, 1121), he could not recover. In such a case, the warehousemen could not be charged with having received any money in trust for him. Before he could claim any benefit under the policy issued under such circumstances, he must show that he elected to adopt the acts of the warehousemen in procuring insurance on his property, or which the warehousemen had notice before its force as a policy on his property had been impaired.

Another point of some interest made in this case is that the rule that oral evidence will not be received to vary or affect the terms of a written contract does not apply between such an owner and warehousemen, to prevent it being shown by oral evidence what a policy of insurance taken out by the latter covered, because that rule applies as between the parties to the written contract in question, while in such a case as this the owner is, as it were, a stranger to the contract of insurance.

Crop Mortgage Will Not Attach to Interest Acquired by Storage Tickets.

A mortgage was executed by a tenant upon a portion of a crop that he expected thereafter to raise under a lease which declared that the entire title and right of possession of said crop should remain in the landlord, and that the tenant could acquire no right, title, or interest until the crop was divided by the landlord and the portion to which the tenant was entitled under the lease was delivered to him.

The specific grain raised was never divided, but was delivered to an elevator for general storage. Subsequently the parties agreed upon their respective shares, and general storage checks were delivered by the elevator to each party for the number of bushels to which each was entitled. These checks, or tickets, did not entitle the holder to a return of the identical grain delivered, but only to an equal number of bushels of the same quality and grade. The grain represented by the ticket delivered to the tenant was subsequently sold, and the holder of the mortgage received no part of the proceeds. Thereupon he sued the elevator company, seeking to recover from it as for conversion of the grain upon which the mortgage was given.

The trial judge directed a verdict to be returned in favor of the mortgagee; but the judgment of the lower court is reversed by the Supreme Court of North Dakota. It holds (Bidgood against the Monarch Elevator Company, 84 Northwestern Reporter, 561) that the tenant never acquired any interest in the specific grain raised to which the mortgage lien could attach. It says that, so far as the holder of the mortgage was concerned, his rights were not different from what they would have been had the mortgage upon the one-half of the crop grown upon the land specified been executed and delivered to him after the grain had been delivered to the elevator company and indistinguishably mixed with other wheat and storage tickets issued therefor to the mortgagor. In that case the mortgage lien

could not attach to the specific wheat for two reasons: First, it could not be identified or separated; and, second, the mortgagor at that time had no interest in that specific grain. He had only the right to demand of the elevator company a certain number of bushels of wheat of a certain kind and grade. The mortgage could not attach to that right. Again, the court says that a mortgage of personal property not then owned by the mortgagor would not attach to such property as a lien thereon until the mortgagor acquires some title or interest therein.

Mortgages of Growing Grain Must Specifically Describe the Property.

The rule has been laid down by the Supreme Court of South Dakota that "a mortgage of personal property is sufficient, as to description, if it be such that a prudent, disinterested person, aided only and directed by such inquiry as the instrument itself suggests, is able to identify the property." This rule, it says, was adopted and applied in cases involving ordinary personal property which can be easily identified, but has little application to grain, which can only be identified by the description of the particular real property upon which the grain is to be raised. In a chattel mortgage, therefore, of growing grain, it is necessary, the court holds, that there should be a particular description of the land upon which the grain is to be grown.

Tested by this rule, the court is of the opinion that the description of the property in the chattel mortgage in the case of the Commercial State Bank against the Interstate Elevator Company, 85 Northwestern Reporter, 219, was clearly insufficient to impart constructive notice to third persons. The only description in this mortgage was, "All crops of every name, nature and description, consisting of 340 acres of wheat," etc., and being in the possession of the mortgagor, in a certain county, in that state.

The only description of the real property, therefore, upon which the grain was to be grown was that of being in the possession of the mortgagor. While this might be a sufficient description of ordinary personal property, the court declares that it certainly cannot be sufficient in a chattel mortgage of growing grain, which is not, strictly speaking, in the possession of a party until harvested; and it would be imposing too great a burden upon third parties, it holds, to require them to ascertain, before purchasing grain offered in the open market, what real property the mortgagor was in possession of, and that such grain was grown upon land in the actual possession of such mortgagor. While third persons may be required to ascertain, at their peril, that grain offered for sale has not been grown upon certain premises fully described in the mortgage, they certainly cannot be required to do so when no such description is given.

Nor does the court consider that the insufficient description stated was rendered sufficient by the residence of the mortgagor being stated in the mortgage by section, township and range. It says that such a description is ordinarily given to identify the party; and it does not necessarily follow that, because the mortgagor was of or resided upon the land described, such was the land upon which the grain mortgaged was to be grown; and it thinks that third parties were not required to assume that the grain offered for sale by the mortgagor here in question was grown upon the land described in the mortgage as the land upon which he lived.

It would be a dangerous rule, the court goes on to say, to establish that a description of property such as that given in this mortgage, upon which mortgaged grain is to be grown, would be sufficient to impart constructive notice to third parties buying such grain of the mortgagor. It has been doubted, the court adds, whether the rule allowing a chattel mortgage upon growing crops of grain to be raised in the future under any circumstances is a wise one; but, while such a mortgage may be regarded as too firmly established in South Dakota to be now questioned, it certainly is the court's duty to hold the parties to a strict rule and require a full description of the realty upon which crops are to be grown.

So, here it holds the chattel mortgage mentioned was void for uncertainty of description, and that its filing did not give constructive notice to third parties dealing with the property.

SMUT OF OATS.

The per cent of smut in oats in Illinois varies from 1 to 36 per cent, according to locality, in sixty counties, with an average of 14 per cent for the state. This with a crop of 130,000,000 bushels in 1900 meant a loss to the farmers of the state on that crop of \$4,000,000 in profits, says Bulletin No. 64 of the University of Illinois Agricultural Experiment Station, dated March, 1901.

"The loss to the farmers of Illinois due to smut in the oat crop is usually underestimated," says the same Bulletin, "for three general reasons; viz.: (1) The smutted stalks are usually shorter than the healthy ones, and are consequently overlooked in an examination of the fields; (2) the smutted heads do not always push out of the rolled-up leaves, so that these stalks are counted as merely dwarfed plants, when, if the leaves are unrolled, the heads will be found to be smutted; (3) the smut ripens several days earlier than the healthy stalks, so that by the time the oats are ripe the smut spores have been mostly whipped off by the wind, in many instances leaving a bare stalk or stub. In such cases the damage is not recognized as due to smut.

"The actual per cent of smut in any field of oats can be determined as follows: Place an ordinary barrel hoop, or light frame of any kind of convenient size, over any average spot of oats in the field. Count all of the stalks inside the hoop and note the number. Then count the stalks affected by smut and divide the number of smutted stalks by the total number of stalks. This operation repeated in three or more places in every field, in order to get an average, will determine the per cent of smutted stalks for the entire field."

It has been found possible to treat seed oats for smut, so that the field of oats therefrom will be free of smut; and it has been found also that if there are no smutted fields near where the treated oats are grown, the oats will not become smutted again for several years.

The apparatus needed for treating seed oats for smut consists of an ordinary scalding kettle or any arrangement for heating water, a barrel, several gunny sacks and an accurate thermometer.

The kettle should be two-thirds filled with thirty-five to sixty gallons of water and heated until the temperature of the water reaches 132 to 137 degrees Fahrenheit. The gunny sacks should be about half filled with one bushel of seed oats after they have been fanned and cleaned. Dip the sack of oats into the hot water, taking care to keep the sack completely under water and stirring it gently to keep the water circulating through every part of the sack to reach all the oats. Treat for five minutes at from 132 to 137 degrees Fahrenheit. After treating dip immediately into the barrel, which should be nearly filled with cold water. This will cool the oats off quickly and prevent overheating in the center of the sack.

Sow immediately without attempting to dry the oats. Owing to the fact that there is very little drying weather at the seeding time of the year, it is practically impossible to dry the oats and they must be sown immediately. It has been considered necessary to sow by hand, but reports received by the experiment station from farmers who tried sowing the wet oats in an endgate seeder indicate that this machine may be used successfully, and in the northern part of the state a number of farmers used the force feed drills for sowing the wet oats, and report success. The cost of treating seed oats is not over 10 to 12 cents per acre. Treatment need not be given oftener than once in every three or four years.

The executive board of the National Grain Growers of America will meet at St. Paul on April 20 to fix the time and place for holding the next annual meeting. St. Paul and Milwaukee are aspirants for the honor of entertaining the convention.

DOTS AND DASHES

The Peoria Corn Carnival will be held next fall on a larger scale than the former carnival.

An elevator at Correctionville, Iowa, is credited with shipping a car of oats that contained 2,600 bushels.

The short wheat crop of the Northwest has made a difference of \$3,000,000 in the grain revenues of the Northern Pacific road.

The Interstate Grain Palace Association of Aberdeen, S. D., announces that the regular annual exhibition will be held next fall.

The Warehouse Commissioner of Manitoba has issued during the current shipping season 526 elevator and warehouse licenses.

The Toronto Board of Trade has addressed a petition to the government asking for the abolition of tolls on the Welland Canal.

Only about 25 per cent of the corn arriving at Chicago has been grading contract of late, which is better than earlier in the season.

The Washington navy yard has what is undoubtedly the largest scale in the world. It will weigh accurately from 1 pound to 150 tons.

The steamer Federica took out of San Francisco in March 109,469 centals of wheat to Chile, being the largest wheat cargo ever sent to South America from California.

The total number of prison-made sacks at the disposal of the farmers from the Walla Walla factory will not exceed 1,300,000. Orders are being placed now by farmers.

The damaged wheat in the ruins of the elevator at Frederick, Md. (30,000 bushels), was sold to the East Side Milling Company, at Toledo, at 20½ cents per bushel.

Agricultural Commissioner Poole has issued an address to the farmers of Alabama urging them to plant less acreage in cotton and more in corn, peas, sugar cane and ground peas.

Thieves have been active of late in the Kansas City freight yards, especially in the neighborhood of the Central Elevator. Grain cars, as well as those carrying merchandise, have suffered.

A Chicago concern, advertising itself as a "private wire house," has been asked to fill an order for barbed wire fencing for a man further west. It more than pays to advertise.—Tribune.

The botanist of the North Dakota Experiment Station announces officially that the seed wheat of the state is in bad condition, and recommends extra precaution to test the seed before planting.

The elevator storage capacity at Port Arthur, Fort William and other points in Manitoba and the Northwest Territories has increased from 7,628,000 bushels in 1899 to about 21,000,000 bushels at the present time.

Everett has been made one of the official inspection towns of Washington, and James Cunningham, late deputy at Seattle, has been put in charge of the office. The other inspection points of the state are Tacoma, Seattle and Spokane.

The twenty-second annual report of the Secretary of State of Michigan relating to farms and farm products has been issued, and is now available to citizens of that state. It contains the usual crop statistics, covering all farm products grown in the state.

The Cragin Syndicate, which announced its purpose last year of building an immense dock with elevators, etc., off the Jersey shore, opposite Ellis Island, in New York Harbor, is being opposed by the Pennsylvania Railroad Company, which is improving a terminal at Greenville.

Theodore L. Cross of Utica has been made permanent receiver for the Schenectady Elevating Company of Schenectady, N. Y. This company was formed in the 'sixties for the purpose of elevating grain from the canal boats at Schenectady to the Delaware & Hudson Railroad. Besides the elevator the company owns some real property. The

receiver was directed to make immediate sale of the company's property.

The Illinois senate has passed the Bernholt bill requiring the cancellation of public warehouse receipts before grain may be removed from the elevator.

The Duluth Commercial Record says that 99 per cent of the 5,100,000 bushels of corn in store at Duluth is No. 3 yellow, the contract grade up there; also that very little of that corn is hedged at Chicago, but believes it has been sold to the East and Europe.

"I noticed to-day," said the poetic girl, dreamily, "a violet growing on a grassy mound. Don't you think there are some people whose lives were so noble and good that the flowers thrive better when growing on their graves?" "Either that," answered Silas Dubbins, as he leaned out of the window to expectorate, "or else some fellers make better fertilizers than others."—Indianapolis Sun.

"What makes Graynes such a bull on wheat?" "You remember he took a trip through the Northwest a short time ago in a palace car, in order to acquaint himself personally with the state of the wheat crop?" "Yes." "Well, he lost about \$25,000 in poker on that trip, and he came back, naturally enough, with gloomy views about the crop. He's merely betting that his impressions are correct."—Tribune.

RESULTS OF THE ANTI-BUCKET-SHOP CAMPAIGN.

The long-continued contest over our Board of Trade quotations is ended, and in an eminently satisfactory way. During nearly nine months all the members of the Board, except the few who enjoyed private wire facilities, suffered greatly from the interruption to business which necessarily was entailed by the partial paralysis of quotation service; but it is due to them to say that they loyally stood by the president and board of directors, who were fighting the good fight in their behalf, and this notwithstanding the most persistent and ingenious efforts to sow the seeds of dissension in their ranks. The result is matter for sincere congratulation, not only among members of the Board, but from all honorably minded men, wherever they may be. The Board has gained an unqualified acknowledgment of its right to control the distribution of its own quotations, and a fair compensation for their use by parties who are presumed not to want them for illegal purposes. Besides this, it now appears highly probable that the new law of the United States appertaining to this subject will cause very many of the bucketshops to go out of "business," and vastly lessen the power of the rest, since it is notorious that the great bulk of their patronage has been drawn from people who fancied they were sending orders to buy or sell on a regular commercial exchange.

It is fair to assume that the removal of this heavy handicap from operations on the Board of Trade will result in a large increase of business to its members, though it may take a few days, or even longer, to re-establish the flow of free communication which was interrupted last summer. Members will get back their old customers, and obtain new ones, no small proportion of the latter being men who hitherto have paid the bucketshop man for a club with which he would beat out their own brains. And another important change in the situation fairly may be anticipated. It is well known that the great majority of rural patrons of the bucketshop almost invariably operate (as they think) for higher prices, this because the latter would profit them otherwise, and the wish is father to the thought. But this has made it to the interest of the bucketshop man to be a persistent bear on the market, and about all the orders he has sent to be executed on the regular Board have had for their primary object the depressing of prices to the point at which he could "freeze out" a long line of his "customers." So much of that rural patronage as reverts to the Board will have its legitimate effect in helping to make the market, instead of being used in the contrary way, as here-

tofore. In any event, the market will be a more natural one, and therefore more easily understood by those who wish to ascertain the probabilities for a rise or fall in quotations, as the case may be, and operate accordingly.

For all this the members of the Chicago Board of Trade owe a debt of gratitude to their president and board of directors, whose rectitude of intention is fully vindicated to the world, and whose patient energy amid the worst kind of discouragement has enabled them to persist, alike through good report and evil report, to a successful end of the struggle. It is due to them to say that they have proven themselves equal to the best set of men that ever were elected to the position they occupy. They not only were right, but had the courage of their convictions and the wisdom needed for success.—Irwin, Green & Co.'s Circular.

AT IT AGAIN.

Private crop reporters have again commenced the unpatriotic and un-American system of advertising to the importing markets of the world that the wheat crop of 1901 promises to outstrip all records since 1891. The unrighteousness as well as absurdity of all these statements may prove to be very misleading, and have already been potent factors in depressing prices. The crop is two weeks late. It has had very little growing weather, and nothing can be determined concerning the developments of the Hessian fly. Heretofore that insect has not been eradicated in a year, and, while we are not calamity howlers, and are hopeful of good returns to the toilsome farmer, we confidently expect to ascertain that this foe of the crop is doing business at the old stand. Most sincerely do we hope not, but, in any event, what earthly advantage is gained by such reports, in comparison with the needless depression of prices around the world?—Dennison B. Smith, in Toledo Market Report.

CROPS FOR THE PAST TEN YEARS.

According to Zalm the amount of wheat and corn raised during the past ten years and in farmers' hands on March 1 of each subsequent year was as follows:

WHEAT.				
Crops.		In farmers' hands, March 1.		Per Cent.
	Bushels.		Bushels.	
1891	611,000,000	1892	171,000,000	28.0
1892	516,000,000	1893	135,000,000	28.2
1893	396,000,000	1894	114,000,000	28.8
1894	460,000,000	1895	75,000,000	16.3
1895	467,000,000	1896	123,000,000	26.3
1896	427,000,000	1897	88,000,000	20.6
1897	530,000,000	1898	121,000,000	22.9
1898	675,000,000	1899	198,000,000	29.3
1899	547,000,000	1900	158,000,000	29.0
1900	522,000,000	1901	128,100,000	24.5

CORN.				
	Bushels.		Bushels.	Per Cent.
1891	2,060,154,000	1892	860,000,000	41.8
1892	1,628,464,000	1893	627,000,000	38.5
1893	1,619,496,000	1894	589,000,000	36.4
1894	1,212,770,000	1895	475,000,000	39.2
1895	2,151,138,000	1896	1,072,273,000	49.8
1896	2,283,875,000	1897	1,164,000,000	51.0
1897	1,902,968,000	1898	783,000,000	41.1
1898	1,924,000,000	1899	800,000,000	41.1
1899	2,078,000,000	1900	774,000,000	37.2
1900	2,105,000,000	1901	776,200,000	36.9

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending April 6, as compared with same weeks last year, have been as follows:

Articles.	For week ending Apr. 6. Apr. 7.		For week ending Mar. 30. Mar. 31.	
	1901.	1900.	1901.	1900.
Wheat, bushels	2,519,000	940,200	2,172,000	1,050,000
Corn, bushels	2,882,000	4,269,000	3,150,000	3,353,000
Oats, bushels	873,000	498,000	987,000	253,000
Rye, bushels	35,000	20,000	55,000
Barley, bushels	37,000	45,000	9,000	157,000
Flour, barrels	351,000	322,600	265,300	313,600

Send us the grain news from your county.

RANGE OF PRICES AT CHICAGO

The daily range of prices for cash grain at Chicago for the month ending April 12 has been as follows:

March.	NO. 2* R.W. WHT		NO. 1 NO. 2 SP. WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 1 N.W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12.	74	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
13.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
14.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
15.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
16.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
17.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
18.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
19.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
20.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
21.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
22.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
23.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
24.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
25.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
26.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
27.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
28.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
29.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
30.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
31.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
April—												
1.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
2.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
3.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
4.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
5.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
6.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
7.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
8.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
9.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
10.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
11.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153
12.	74 1/2	76 1/2	73 1/2	74 1/2	40	40	25	25 1/2	53	53	153	153

* Nominal price. † Holiday.

During the week ending March 15, Prime Contract Timothy Seed sold at \$4.35@4.40 per cental; Prime Contract Clover Seed at \$10.65@10.75; Hungarian at \$0.85@1.10; German Millet at \$0.85@1.20; buckwheat at \$0.80@1.15 per 100 pounds.

During the week ending March 22, Prime Contract Timothy Seed sold at \$4.00@4.25 per cental; Prime Contract Clover Seed at \$10.65@10.75; Hungarian at \$0.85@1.05; German Millet at \$0.80@1.20; buckwheat at \$0.80@1.15 per 100 pounds.

During the week ending March 29 Prime Contract Timothy Seed sold at \$4.05@4.25 per cental; Prime Contract Clover Seed at \$10.65@11.00; Hungarian at \$0.75@1.10; German Millet at \$0.80@1.20; buckwheat at \$0.80@1.15 per 100 pounds.

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 20 months ending with March as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1900-01.	'99-1900.	1900-01.	'99-1900.
August.....	1,125,750	624,375	749,135	870,392
September.....	764,250	1,231,875	522,880	775,135
October.....	931,500	1,163,814	536,664	348,149
November.....	746,384	1,068,698	490,505	555,308
December.....	474,000	612,875	108,068	494,339
January.....	334,500	174,000	69,950	233,423
February.....	258,750	259,600	119,667	110,605
March.....	306,000	339,750	196,943	221,255
April.....		198,750		90,933
May.....		266,250		204,890
June.....		16,500		16,066
July.....		20,000		53,361
Total bushels.....	4,941,134	6,297,382	2,793,812	3,773,908

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at eight primary markets during the forty weeks ending April 8, for the last two years, according to the Cincinnati Price Current, were as follows:

	1900-01.	1899-1900.
St. Louis.....	20,492,000	8,444,000
Toledo.....	8,013,000	10,365,000
Detroit.....	2,113,000	2,503,000
Kansas City.....	33,822,000	14,289,000
Winter.....	64,440,000	35,601,000
Chicago.....	32,593,000	22,502,000
Milwaukee.....	7,649,000	8,821,000
Minneapolis.....	66,806,000	71,471,000
Duluth.....	15,686,000	48,435,000
Spring.....	129,725,000	151,229,000
Total bus., 40 weeks.....	194,165,000	186,830,000

Mrs. Chugwater—"Josiah, the paper says \$200,000 worth of oats changed hands in a few minutes. How could they do all that in so short a time?" Mr. Chugwater—"The oats didn't really change hands. The cash changed pockets. A woman oughtn't to try to understand these things. They're away beyond her."—Tribune.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of March, 1901:

BALTIMORE—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	161,383	271,770	5,802	295,492
Corn, bushels.....	4,328,802	3,948,127	4,130,074	3,752,797
Oats, bushels.....	659,249	439,557	155,040	30,000
Barley, bushels.....	3,365	3,365		
Rye, bushels.....	61,002	24,333	47,142	
Timothy Seed, bushels.....	4,780	697		
Clover Seed, bushels.....	10,312	10,711		5,570
Hay, tons.....	4,758	5,690	1,733	2,245
Flour, bbls.....	344,623	414,407	198,159	191,244

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	1,165,619	339,301	1,07,150	541,567
Corn, bushels.....	1,701,591	1,265,490	1,529,831	986,165
Oats, bushels.....	1,001,766	433,171	421,436	134,094
Barley, bushels.....	2,460	152,865		20,000
Rye, bushels.....	600			
Flax Seed, bushels.....				
Hay, tons.....	11,190	9,560	15,544	11,502
Flour, barrels.....	188,592	171,086	121,888	81,594

CHICAGO—Reported by George F. Stone, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	3,007,083	1,817,447	1,530,325	1,790,952
Corn, bushels.....	7,936,809	1,415,247	5,387,327	4,795,019
Oats, bushels.....	7,762,054	13,011,152	7,003,330	5,795,945
Barley, bushels.....	682,475	10,135,797	225,157	723,702
Rye, bushels.....	194,025	2,043,537	179,955	79,715
Timothy Seed, lb.....	3,042,130	199,135	6,514,633	6,525,260
Clover Seed, lb.....	1,012,300	5,916,121	2,259,477	1,532,364
Other Grass Seed, lb.....	1,316,138	1,101,952	691,622	975,100
Flaxseed, bushels.....	317,096	1,438,721	145,033	157,253
Broom Corn, lb.....	1,534,900	422,500	1,038,415	305,995
Hay, tons.....	11,703	16,258	458	388
Flour, barrels.....	955,386	505,190	843,502	1,421,408

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	35,695	201,433	46,114	113,913
Corn, bushels.....	575,309	644,853	213,464	362,531
Oats, bushels.....	49,210	375,250	267,060	131,540
Barley, bushels.....	96,288	64,111	5,060	1,691
Rye, bushels.....	28,159	42,023	27,201	13,129
Timothy Seed, bags.....	4,183	9,046	4,546	6,086
Clover Seed, bags.....	5,276	7,633	7,095	8,659
Other Grass Seeds, bags.....	8,000	7,510	11,429	8,732
Hay, tons.....	7,668	9,160	4,146	5,825
Flour, barrels.....	341,029	163,920	391,376	124,979

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	149,220	167,237	34,079	90,642
Corn, bushels.....	1,130,307	1,092,379	704,159	812,205
Oats, bushels.....	722,807	725,676	430,487	235,345
Barley, bushels.....	20,255	2,374	1,200	4,000
Rye, bushels.....		1,055		
Flaxseed, bushels.....				
Hay, tons.....	8,897	17,846	937	39,851
Flour, barrels.....	42,860	50,440	20,990	33,450

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	136,214	156,064	37,369	24,725
Corn, bushels.....	239,240	168,493	197,852	197,737
Oats, bushels.....	197,795	137,510	3,681	8,700
Barley, bushels.....	161,060	61,263	5,376	4,244
Rye, bushels.....	20,523	15,785	56,053	2,922
Hay, tons.....				
Flour, barrels.....	22,600	13,400	18,700	18,200

DULUTH—Reported by S. A. Kemp, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	1,502,539	6,123,707	47,595	72,123
Corn, bushels.....	1,010,500	482,701	6,178	3,301
Oats, bushels.....	193,051	201,114		13,656
Barley, bushels.....	3,129	28,225	1,784	
Rye, bushels.....	74,643	31,258		
Flaxseed, bushels.....	14,720	7,015	40,176	1,037
Flour, barrels.....	150,000	83,425	20,235	2,085
Flour production, bbls.....	25,890	1,060		

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....			1,475,996	594,560
Corn, bushels.....				1,053,326

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

Wheat, bushels	2,347,200	962,000	2,124,900	948,350
Corn, bushels	543,750	771,750	418,500	598,500
Oats, bushels	266,400	212,000	141,000	153,000
Barley, bushels	4,600	3,200	2,400	2,400
Rye, bushels	24,500	15,800	5,850	2,600
Flaxseed, bushels	3,000	1,500	1,000
Hay, tons	11,250	9,975	6,350	6,140
Flour, barrels	111,800	36,840

ELEVATOR

GRAIN NEWS

AMONG CHICAGO'S ELEVATORS.

New ties are being placed in the four steam boilers at Calumet Elevator A, South Chicago.

The Hayford Elevator and the Wabash Elevator are the only two unoccupied houses in Chicago and Cook County at the present time.

Tom Curry, superintendent of the Mabbitt Elevator, is again at his post, after being incapacitated for a time on account of a fall which broke the bones of his left arm.

At Armour Elevator D, at Morgan Street and the west branch of the river, a new Cyclone Dust Collector has been installed and a general overhauling and rearrangement of the dust collecting system is being made.

The Rialto Elevator Company have commenced work on the site of their new elevator at the Calumet River, near One Hundred and Sixth Street, South Chicago. This is just a little south of the Peavey elevators.

At the Peavey Elevator B, South Chicago, all the elevator legs have been equipped with automatic safety cut-off and alarm devices. This system prevents chokes and at the same time notifies the operator by ringing a gong.

Hogan's Transfer Line is now making ready for the opening of navigation. This line operates mainly between the elevators on the Chicago River, having several barges of a capacity of 8,000 bushels, which are towed by tugs.

A nine-year-old son of one of the employees of the Hawkeye Elevator at West Hammond, Ind., was instantly killed recently while waiting in the yards for his father. A train of cars was backed onto him before he was aware of their approach.

H. Mueller & Co.'s elevator at Fifty-sixth Street and Stewart Avenue has for several weeks been one of the busiest houses in Cook County, working late into the night and on Sundays. The elevator heads have recently been supplied with new pulleys.

The Mabbitt Elevator, at Archer Avenue and Wood Street, has been a very busy house during the past two or three weeks, it having been run day and night. Two new Eureka Separators of large capacity were recently installed, replacing two machines of smaller capacity.

J. Dougherty, millwright for Armour Elevators A and B at Goose Island, while attending to some repairs on the power shovels at the St. Paul and Fulton Elevators, had the misfortune to lose a finger by getting it caught in a rope. It was taken off at the first joint.

The Pennsylvania Transfer Elevator at Fifty-seventh and Leavitt streets has been doing but little work of late. Some necessary repairs have been made during this slack season, and all windows will be covered with wire screens of one-half-inch mesh. This house is operated by Requa Bros.

Rock Island Elevator "A" was closed March 24, since which time the old battery of boilers has been removed and three new Erie City Tubular Boilers of a larger capacity, size 16 feet by 72 inches, have been substituted. It is expected that all will be completed by the 15 inst. This plant has a capacity of 1,250,000 bushels and is operated by Charles Counsellman & Co.

Stego Brothers' Transfer Elevator at Mattison, Ill., which was completed last fall, is to have its cement tanks replaced with iron ones. An additional wagon dump will be put in and a 12-horsepower gasoline engine installed. This will only be used in case of necessity and the plant will continue to be operated by steam power. The capacity of this house is 50,000 bushels.

The Wabash Transfer Elevator at Seventy-seventh and Rockwell streets was recently the scene of a fatal accident. J. A. Allen, an employee, in some unknown manner became entangled in the car pulley and was whirled around until nearly every bone in his body was broken. When discovered by Superintendent Grosh, who immediately shut off the power, he was found to be dead. He was a single man and resided near the plant.

The Calumet Grain & Elevator Company's new elevator C at Ninety-sixth Street and the Calumet River, South Chicago, is about completed, and after a thorough test will be turned over to the company by the contractors. The 1,000-gallon pump has been connected with the Calumet River and a standpipe system installed in elevators A, B and C. These houses have done but very little work during the past month. New spouts have been placed in A and B, and a new car puller installed. The steamer George Pressley was recently loaded with

140,000 bushels of oats for Buffalo. The capacity of this house is 540,000 bushels. Besides the river this house receives and ships grain over the following railroads: P., F. W. & C.; C., R. I. & P.; L. S. & M. S.; E., J. & E. and the B. & O.

The Chicago and Danville Elevator has taken advantage of the dull period to make some repairs and improvements. The top sides of all joists and beams have been beveled by placing dressed boards thereon to prevent the lodgment of dust. This is a wise precaution which has been adopted by several Chicago houses recently. It saves much labor in sweeping, especially on overhead timbers.

Armour Elevator "E," located at Sixteenth street and the South Branch, has closed down for an indefinite period, in order to make needed repairs and improvements. New booms or cranes have been placed over each outside loading spout to facilitate the operating of them. The power shaft is also being replaced by a rope drive and all the appurtenances therefor are on the ground.

The St. Louis and Annex Elevator, located at Lime street and the south branch of the Chicago River, has been kept busy during the past month shipping out grain, but receipts have been very light. On March 28 the Anchor Line steamer Susquehanna was loaded with 105,000 bushels of corn, and on March 29 the steamer Alvieka was loaded with 95,000 bushels, all bound for Buffalo at the opening of navigation.

Work has been commenced on the piling and foundations for J. Rosenbaum Grain Company's new steel elevator at One Hundred and Eighth Street and the Calumet River, South Chicago. J. D. Sayre, formerly superintendent of Calumet Elevators A, B and C, is in charge of the work and when the plant is completed he will remain as superintendent. His successor at the Calumet Elevators is R. S. Appleton, and J. L. Cox, formerly foreman of the A house, has been made assistant superintendent of the plant.

McReynolds Elevator A at South Chicago has been closed down since early in March. This house was completed early in 1900, and has been settling ever since, until the east side had sunk 10 inches and the west side 16 inches. To remedy this the building has been raised, to the extent it had sunk, from the level of the bin floor. This places all the machinery and main line of shafting out of plumb and it will probably take several weeks to put it in working condition. The iron elevator tanks have been increased in height 14 inches. This plant has a capacity of 1,500,000 bushels.

CENTRAL.

An elevator has been completed at Roanoke, Ind.

A flour mill and elevator will be built at Ayilla, Mich., this spring.

Jesse R. Pfeifer has purchased the Miller Elevator at West Milton, Ohio.

James E. Pierson is preparing to erect an elevator at Condit, Ohio.

David Younce has purchased David Shaw's grain elevator at Union, Ohio.

W. H. Benedict of Charlotte, Mich., will build a good elevator there this year.

It is expected that an elevator will be built along the Wabash Ry. at Napoleon, Ohio.

The Samuel Born Grain Co., Lafayette, Ind., are building an addition to their elevator.

Aquilla Grist and New Bros. have purchased R. L. Barnard's elevator at Mohawk, Ind.

D. S. Younce has sold his interest in the elevator at Kessler, Ohio, to West Milton parties.

Frank Anthony has purchased the half interest of his partner, C. F. Davison, in the elevator at Markle, Ind.

There is talk of a large elevator being erected at Mansfield, Ohio, by Henry L. Goemann of Chicago, and others.

Hiram Beshoar continues the grain and implement business of Beshoar & Love at Burnett's Creek, Ind.

The grain firm of Lewis & Evans at Tipton, Mich., has been dissolved and Mr. Evans continues the business.

The Princeton Elevator Co., Princeton, Ind., have let their machinery contract to the Reliance Mfg. Co., Indianapolis.

M. M. Hobbs, of Hobbs, Ind., has purchased the interest of James Holoway and L. L. Cook in the elevator at that place.

The Stockbridge Elevator Co. have purchased C. H. Marquette's business at Alma, Mich., known as the Alma Produce Co.

Four of Toledo's elevators were closed down for a time last month owing to the high water. Some damage was done by the mud and water. The

worst sufferers were Lake Shore B and Wabash elevators 3, 4 and 5.

Bailey & Lockwood, Laingsburg, Mich., have dissolved partnership. Fred S. Lockwood continues the elevator business alone.

J. F. Deck of Attica, Ind., has sold his grain business at that place to R. M. Sims and Colvert Brothers of the same place has sold out to Lee & Co.

The Independent Grain Co., Cleveland, Ohio, has been incorporated with a capital stock of \$10,000 by Louis M. Faber, Virgil L. Twining, Henry F. Faber, Geo. W. Wood and Minnie H. Wood.

The Marion Milling & Grain Co., Marion, Ohio, has just installed a new 125-horsepower boiler in its plant. A traction engine was used to operate the elevator while the power plant was shut down.

Weeks Bros., millers and grain dealers at Winamac, Ind., are building a 25,000-bushel addition to their elevator. When completed they will install a larger oil clipper and be prepared to handle a crop of any size.

Roger Heath of Shelby, Ohio, has sold his elevator at Chicago Junction to Geo. Rakestraw and Elmer McKee of the former place. Mr. Rakestraw went to Chicago Junction on April 1 to take charge of the business.

ILLINOIS.

Davis Brothers are building a new elevator at Williamsburg, Ill.

Beggs & Hussman have sold out their grain business at Natrona, Ill.

George Nicholson & Co. have sold out their grain business at Henry, Ill.

The grain firm of Barry & Pratt, at Media, Ill., has been succeeded by S. F. Pratt.

The Grand Prairie Coöperative Grain Association, Hersher, Ill., has been dissolved.

A new railroad switch is being put into the Benson & Bradford elevator at Colfax, Ill.

B. S. Tyler & Co., Decatur, Ill., have purchased John R. Martin's elevator at Cushman.

Robert Hodam recently purchased a half interest in the J. R. Carlisle elevator at Downs, Ill.

J. J. Kemp, Lexington, Ill., is about to increase the capacity of his elevator to 100,000 bushels.

Thomas McSorley has sold his grain elevator at Martinton, Ill., to R. F. Cummings of Clinton, Ill.

J. F. Leising & Co., Chicago Heights, Ill., are building a warehouse and will buy and ship grain, hay, straw, etc.

Castle & Co., Gridley, Ill., have installed a grain cleaner and dust collector that feeds the dirt to the boiler furnace.

J. H. Ward has sold his interest in the grain firm of Ward & Kenyon, at Mountjoy, Ill., to his partner, Mr. Kenyon.

The Steeleville Milling Company, Steeleville, Ill., contemplate the erection of a wheat elevator during the coming summer.

Hutch & Co. of Mendota have purchased the elevator at Van Orin, Ill., and will also run a lumber yard in connection.

The grain elevator at Prairie City, Ill., is to be enlarged and improved. A 16-horse power gasoline engine will be installed.

H. C. Suttle, banker and grain dealer of Kenney, Ill., was in Chicago, Ill., the past week visiting the exchange and among friends.

The Roath & Robinson Co., Oak Park, Ill., has been incorporated, with a capital stock of \$6,000, to deal in grain, hay and provisions.

The Mattoon Elevator Company is now doing business in its fine new 50,000-bushel elevator on the Illinois Central at Mattoon, Ill.

L. R. Smith & Co. have purchased W. A. Duncan's grain and coal business at Sullivan, Ill., and commenced work on a new elevator.

Coan Brothers of Rantoul, Ill., have awarded the contract to G. T. Burrell & Co. for a new 60,000-bushel grain elevator at St. Joe, Ill.

George Banks has again become the owner of the elevator at Irene, Ill., which he sold a short time ago to Marshall Bros. & Pritchard.

B. M. Stoddard & Son have sold out their grain business at Toluca, Ill., to Ball & Twist. They have purchased a 3,000-acre farm in Woodbury County, Iowa.

The J. Rosenbaum Grain Company, recently incorporated at Chicago, have purchased from the Chicago, Rock Island & Pacific Railway Company ten acres of land on the west side of the Calumet River, south of One Hundred and Sixth Street, South Chicago. They propose shortly to commence

the erection of a 1,000,000-bushel elevator thereon. The downtown offices of the company are in the Rialto Building.

The annual meeting of the Galva Grain Elevator Company was held recently at Galva, Ill. Nearly a million bushels of grain were reported to have been handled during the year.

The Webber-Seifert Milling Company, Galatia, Ill., are grinding a large amount of corn into meal and feed. They expect to grind about 100,000 bushels during the next season.

Otis McNelly, who has been in the employ of Mr. De Long of Foosland for thirteen years, has purchased an elevator at Blue Mound, Ill., and will engage in the grain business for himself.

The grain firms of Jones & Banta and Jones & Epps, of Chrisman, Ill., are reported to have made a single sale last month of 220,000 bushels of corn which they will ship from various stations.

George Meikle of Crescent City has purchased the Goodman Elevator at Bondville, Ill., and will take possession about May 1. He will move his family to Champaign and make that city his headquarters.

Farmers about Milledgeville, Ill., are investigating and discussing the advisability of building an elevator at that place, where A. B. Puterbaugh is the regular buyer. It is not likely that they will conclude to build.

The Farmers' Elevator Company, Breckenridge, Ill., has been incorporated, with a capital stock of \$1,500, to deal in grain, coal, building material, etc. The incorporators are John C. Hayes, Charles W. Lawrence and Thomas Haney.

G. T. Burrell & Co. have commenced work on a 50,000-bushel grain elevator for the Illinois Central Railroad at Rooks Creek, Ill., and a 40,000-bushel grain elevator at Thomasboro, Ill., as an addition to Morrison & Grindley's present elevator.

The Wellington Farmers' Elevator Company of Wellington, Ill., has sold its grain elevator at that place to a new company composed of twelve farmers, each putting in \$1,000. The elevator will be ready to receive grain the middle of April.

George Meikle, formerly of the grain firm of McDermott & Meikle, of Crescent City, has retired from the firm and purchased a 30,000-bushel elevator at Bondville, Ill., seven miles west of Champaign. Mr. Meikle had been in the grain business at Crescent for about seven years.

The office of Joseph Libal & Co.'s grain, hay and feed establishment at Laflin and Sixteenth streets, Chicago, was entered by burglars early on the morning of April 3. They used dynamite to wreck the safe and secured \$247. The office and its furniture were also badly damaged.

Harvey Bracken of Rossville, Ill., connected with Prilliman & Co. of that city, has been spending a few weeks at West Baden, Ind., recuperating and getting ready for the spring run of business. Since his return, such was the vivifying effect of West Baden, that he can raise almost anything, even the price of grain.

The grain and private elevator business of Armour & Co., Chicago, has been incorporated as the Armour Grain Company, under the laws of New Jersey, with a capital stock of \$1,000,000; licensed to do business in Illinois, with a capital of \$750,000. A. I. Valentine is president; George E. Marcy, vice-president; E. A. James, secretary-treasurer. The Armour public elevators are conducted by a corporation known as the Armour Elevator Company.

EASTERN.

J. E. Merrick is erecting a grain house and coal sheds at South Amherst, Mass.

John A. Lindsay, Carlisle, Pa., has sold out his grain and coal business to Ira Groover.

L. R. Giles, East Brownfield, Me., has sold his grain and feed business to E. D. Walker.

Maxim & Russell have purchased A. E. Shurtleff's feed mill and grain business at South Paris, Me.

Charles Fairty of New Canaan, Conn., contemplates the erection of a \$2,000 grain and feed storage building.

L. C. Bradley has become the owner of the grain elevator and lumber yard of Nathan Oaks Jr., at Ovid Center, N. Y.

Wm. H. Hoffman has purchased David Leiby's grain house at New Tripoli, Pa., and will make improvements in same.

The M. J. & W. A. Brown Company has been incorporated at Baltimore, Md., to carry on a wholesale and retail grain and hay business.

Wm. Hopps & Co., 226 Spears Wharf, Baltimore, Md., recently filed a petition in bankruptcy. The grain business of the firm has always been

in a prosperous condition and is being carried on by the Wm. Hopps Grain & Hay Co., which is not involved in the above failure.

We are informed that the Mountain City Milling Company, Frederick, Md., whose elevator was destroyed by fire last month, intend to rebuild at once.

C. B. & F. H. Gass, Melrose, Mass., are about to double the size of their grain warehouse and install elevating machinery to accommodate their increasing business.

Daniel Harrington and L. Jeffs have formed a partnership known as the Harrington & Jeffs Grain Company, and engaged in the grain business at Jefferson, Mass.

McQuesten & Co., Nashua, N. H., have purchased some buildings which they will use for additional grain storage. It is reported that they will also erect a grain elevator.

Kiorboe & Mark, grain exporters, with offices in the Produce Exchange Building, New York City, have filed a petition in bankruptcy, with liabilities of \$12,785 and assets of \$421.

The Adams Grain & Provision Company of Charlotte, N. C., have purchased land in Richmond, Va., on which to erect a large warehouse. They are wholesale dealers in grain and provisions.

Owing to an extraordinary rush of work the Pennsylvania Railroad Company has decided to reconstruct and modernize its elevator plant at Jersey City, N. J. R. A. Shirreffs is superintendent of this elevator.

The Brown Elevator on the island opposite the foot of Main Street, Buffalo, N. Y., and also the Northwestern Elevator, were purchased recently by E. Mandelcorne, who will tear them down for the machinery, iron, etc., which they will yield.

Work is in progress on the foundation of the 1,500,000-bushel elevator of the Grand Trunk Railway at Portland, Me. Contracts for material for the structure are being let by J. S. Metcalfe of Chicago, who is superintending the construction.

The Iron Elevator & Transfer Company of Buffalo, N. Y., have commenced the erection of a 750,000-bushel plant at the Junction of Abbott Road and Elk Street, near the L. S. & M. S. Ry. tracks. Work on the foundation was begun last fall. The Macdonald Engineering Company of Chicago has the contract.

The 2,500,000-bushel steel elevator which the Steel Storage & Elevator Construction Company are building for the Eastern Elevator Company is nearing completion. It is located on Buffalo Creek, Ganson Street, Buffalo, N. Y., on the site of the Eastern Elevator which was destroyed by fire on July 24, last. In the center is a nest of 68 steel bins or tanks with a capacity of 1,000,000 bushels. Alongside of these are ten large tanks with a capacity of 1,500,000 bushels. The tanks are 80 feet high, the marine towers 140 feet high, and the working house 167 feet high. There is a concrete hopper at the bottom of every tank. The two traveling marine legs will have a receiving capacity of 15,000 bushels an hour. The shipping capacity to car or canal boat by two legs is 24,000 bushels per hour. Power and light will be furnished by Niagara electric energy used through 19 motors with a total capacity of 965 horsepower.

SOUTHERN.

W. F. Brand is building an elevator at Staunton, Va.

Coleman & Cummings have opened a grain and feed store at Hallettsville, Texas.

E. H. Ray has withdrawn from the copartnership known as the Southwestern Grain Co. at Dallas, Texas.

W. H. Bean & Son are building an elevator at Howe, Texas. During 1900 they shipped 889 cars of oats, averaging 1,000 bushels to the car.

The Illinois Central Railroad Co. is said to have decided on the erection of another elevator at New Orleans, with a capacity of 1,500,000 bushels.

The Binyon Storage & Elevator Co., Waco, Texas, recently changed its name to the Binyon Storage Co., and increased its capital stock to \$75,000.

The Krum Mill & Elevator Co. of Krum, Denton County, Texas, has been incorporated with a capital stock of \$20,000 by C. A. Davis, W. J. Jones, C. Bonta and others.

The J. Rosenbaum Grain Co. of Chicago, Ill., has bought the C. F. Orthwein & Co. elevator at Fort Worth, Tex., and will operate it in connection with its branch house at that point.

The Davis-Andrews Co., who are building a large cornmeal mill at Memphis, Tenn., will also erect a large corn elevator. Mr. T. B. Andrews of this

company was at one time president of the Memphis Elevator Co.

A. Klipstein & Co. of New York, exporters of grain and cottonseed products, have opened a branch office in Galveston, in charge of Thomas H. Rohdenburg. They will also engage in the exporting of rice as the production increases.

The Choctaw Mill & Elevator Company of Oklahoma City, Okla., has recently increased its capital from \$20,000 to \$75,000 paid up, with \$25,000 additional authorized capital. The increase was made in order that the company might build elevators along the new extensions of the Choctaw, Oklahoma & Gulf Railroad west of Weatherford and on the branch that is now under construction from Geary to Kiowa, Kansas. The company has already let the contract for nine new elevators, three to be built west of Weatherford, five on the Kiowa branch and one at Memphis, Tenn., none of which will have a capacity of less than 10,000 bushels and the one at Memphis will have a capacity of 100,000. The headquarters will be moved to Memphis before the new crop moves.

The following parties are reported as contemplating the erection, remodeling or enlarging of cottonseed oil mills: Blacksburg Cottonseed Oil Co., Blacksburg, S. C.; George W. Truitt, president, La Grange, Ga.; Camden Cottonseed Oil Mill Co., Camden, Ark.; Alvin Etheridge, Saluda, S. C.; Blossom Oil & Cotton Co., Blossom, Texas; Jacksonville Cotton Oil Co., Jacksonville, Texas; H. Schumacher Oil Works, Navasota, Texas; Levi Mercer, Cumby, Texas; Trinity Cotton Oil Co., Dallas, Texas; Garman & Sons, Winnboro, Texas; Stephenville Oil Co., Stephenville, Texas; Pecan Gap Cotton Oil Co., Ladonia, Texas; Morgan Mill & Improvement Co., Morgan, Texas; Mississippi Manufacturing Co., Crystal Springs, Miss.; Mertens Coöperative Gin & Oil Mill Co., Mertens, Texas; The Rockett Gin Co., Ltd., Rockett, Texas; J. T. Troyman, Rosebud, Texas; Marlin Oil Co., Mart, Texas.

IOWA.

H. A. Bechtel has succeeded S. Horine at Bayard, Iowa.

An elevator will be built at Lanyon, Iowa, by H. H. Smith.

J. B. Schmidt is the successor of M. L. Smith at Elwell, Iowa.

Welch Bros. have succeeded Goltry & Son at Marathon, Iowa.

Clover & Brown is the name of a new stock and grain firm at Eldora, Iowa.

The Duncombe Elevator Co. has succeeded M. J. Bailey at Duncombe, Iowa.

Archibald Bowers has purchased Schmurr Bros' grain business at Otho, Iowa.

E. E. Huntley has completed important repairs on his elevator at Sloan, Iowa.

O. P. Beale & Co. have succeeded O. P. Beale, grain dealer at Bagley, Iowa.

John Osborne has bought out the grain business of Wm. Knox at Ralston, Iowa.

H. Kurtz & Son, Sac City, Iowa, have sold their elevators at Lytton and Nemaha.

Fred Hoffman, grain dealer at Walker, Iowa, has sold out his implement business.

The Trans-Mississippi Grain Co. have begun work on a new elevator at Salix, Iowa.

Shell & Van Eaton of Little Rock, Iowa, are reported to have sold their elevator.

Oscar Peters has bought an interest in Seibert Bros. & Co.'s elevator, Forest City, Iowa.

A. E. McDole and C. B. Cotton compose a firm of grain and live stock buyers at Sabula, Iowa.

A. J. Nutt is the successor of Macy & Fleck in the lumber and grain business at Turner, Iowa.

The D. M. Andrews Grain & Lumber Co. is the successor of D. M. Andrews & Co. at Blairsburg, Iowa.

T. J. Gwynn, Clarinda, Iowa, is remodeling his elevator building and will install a new engine and equipment.

H. W. Van Dyke & Co. are the successors of H. W. Van Dyke in the grain business at Winfield, Iowa.

P. C. Hansen & Sons is the name of the firm succeeding to P. C. Hansen's grain business at McCallsburg, Iowa.

L. Mott of Des Moines, Iowa, has contracted to sell his elevator and corn cribs at Runnells, Iowa, to R. W. Taylor.

The Kinsella Grain Co. of Colon, Neb., who recently purchased the Cook & Nelson elevator at Sloan, Iowa, are making extensive improvements in same. The capacity will be increased to 30,000

bushels and a gasoline engine installed in place of the steam plant.

F. Stanek & Co., millers at Chelsea, Iowa, inform us that they will commence building a grain elevator this month.

Terwilliger & Dwight have purchased an elevator at Little Rock, Lyon County, Iowa, and placed W. O. Kingery in charge.

J. G. Fouts of Shelby, Iowa, is authority for the statement that a grain elevator is needed in that town, which has a population of 800.

The Culbertson Grain & Coal Co. has succeeded Culbertson & McGregor at Jefferson, Iowa. Mr. McGregor contemplates removing to Oklahoma.

Pease Brothers, grain and hay merchants of Des Moines, Iowa, who now have eight country stations, expect to add some half-dozen more this season.

M. E. Miner of Cedar Rapids, Iowa, is about to remodel and enlarge his elevator. When completed it will have a capacity of 75,000 or 80,000 bushels.

The newly incorporated Armour Grain Co. of Chicago has been authorized to do business in Iowa with a capital of \$10,000, having its headquarters at Des Moines.

The Wiseman-Otto Grain Co., Yetter, Iowa, have succeeded J. H. Spinharney at that place, and also at Knerim. They have also purchased the Milligan Elevator at Tara, Iowa.

O. A. Talbott & Co. of Osceola, Iowa, will build a new seed house this spring. The building will be 40x60 and will be equipped with all new machinery for cleaning seeds.

John W. Berry has purchased from W. E. Biggs and Chas. See the Bntler Elevator at Clarinda, Iowa. The former owners had only had possession of the house since March 1.

Harvey Bros. have sold out their lumber and grain business at Grand Junction, Iowa, to the Mineah Lumber Co. of Eagle Grove. They had been in business there for nine years.

W. R. Bloom of Klemme, Iowa, is building an annex to his elevator. It will be 24x30 feet, with 20-foot posts. He will put in a new set of elevator legs and make other necessary improvements.

The Updike Grain Co. propose to build an elevator at Missouri Valley, Iowa, having capacity of 500,000 bushels or more. Here they would clean, grade, handle and store the grain from their lines of elevators in Nebraska and Iowa. The city council of Missouri Valley has given them the use of a certain street and an exemption from taxes for 10 years.

WISCONSIN AND MINNESOTA.

J. T. Johnson has opened a feed store at Little Falls, Minn.

Andrew Teslow of Hoffman, Minn., will build a grain elevator at Hayward.

C. D. Orr, late of Osage, Iowa, is building an elevator at Northfield, Minn.

Kruse & Dunn of Armstrong, Iowa, have completed their new elevator at Walters, Minn.

An engine of larger capacity has been installed in the Patterson Elevator at Greenleaf, Wis.

Anton Wirtz has sold his elevator at Peebles, Wis., to Peter Neff. Possession will be given July 1.

A grain and produce warehouse will probably be built at Neshkoro, Wis., by E. D. Morse and Chas. Dahlke.

The Farmers' Elevator Co., Beltrami, Minn., are about to commence the erection of a 35,000-bushel elevator.

The Elbow Lake Grain Co. of Elbow Lake, Grant Co., Minn., has incorporated with a capital stock of \$10,000.

H. J. Ries has erected a modern elevator at Walters, Minn. Its headquarters are at Armstrong, Iowa.

It is said that 250,000 bushels of wheat were marketed at Hendrum, Minn., the past season, besides considerable flax.

Hubbard & Palmer, Elmore, Minn., will at once replace their burned elevator with a thoroughly modern house of larger capacity.

The Peavey Grain Co. are preparing to resume work on their large concrete elevator at Duluth, a portion of which was completed last fall.

K. W. Jargo has leased a site on the Omaha road at Laverne, Minn., and will at once erect a 20,000-bushel elevator of approved design.

The announcement of the change of the Preston Branch of the C. M. & St. P. Ry. in Southeastern Minnesota from narrow to standard gage materially improved the business prospects along that

line. It is reported that several new elevators and feed mills are likely to be built along the line.

John Jagers of Cedar Grove, Wis., recently sold his elevator to the Northern Grain Co. of Chicago. They will remodel it and add dump scales and other machinery.

A farmers' cooperative elevator company has been organized at Good Thunder, Minn., with P. McGrath as president. They expect to build a 15,000-bushel elevator.

It is reported that the S. Y. Hyde and the Cargill elevators at Fairmount, Minn., which closed down April 1, will not be reopened again, as they are old and out of date.

The M. T. Dill Grain Co., Prescott, Wis., is now occupying larger and better office quarters, being located in the building formerly occupied by the Prescott Savings Bank.

The Farmers' Elevator Co., Pennoek, Minn., has been organized, with A. O. Sather, president; L. E. Loven, vice-president; H. P. Lofgren, secretary, and R. Rasmussen, treasurer.

A farmers' elevator company has been organized at Stephen, Minn. They propose to build a 50,000-bushel elevator before the new crop moves. That town already has four elevators.

B. J. Morey will remodel and enlarge the elevator at Lanesboro, Minn., which he recently purchased of N. O. Henderson. The I. C. Picket Elevator will likewise be remodeled for the use of the S. Y. Hyde Elevator Co.

The Farmers' Elevator Co., Kenyon, Minn., have contracted with the Younglove & Boggess Co., Mason City, Iowa, for the erection of a 25,000-bushel elevator, to be completed on or before May 15. This is an annex to their present plant.

The Daily News of Milwaukee, Wis., announces that one of the largest elevators in the Northwest will be built in that city if the Kinnickinnic River channel is cleared of obstructions so that large grain boats can reach the proposed site above the Northwestern and St. Paul railroad bridges.

The Electric Steel Elevator Co., Minneapolis, Minn., has let the contract to a local company for the erection of a large steel building for elevating and cleaning the grain, and 12 large steel storage tanks, arranged in two rows, having a total capacity of 1,200,000 bushels. The plant will be ready to handle the fall shipments.

THE DAKOTAS.

Jos. A. Bennett and Lou Dokking have purchased the Garner Elevator at Bathgate, N. D.

N. J. Olsen is building an elevator at Sanborn, N. D., to replace the one destroyed by fire.

Walter Bail is building a feed mill at Clark, S. D., and later in the season will build an elevator.

Terwilliger & Dwight of Sioux City, Iowa, have purchased O. Authier's elevator at Jefferson, S. D.

F. B. Grimshaw has purchased the grain and coal business of M. L. Yeamans & Co. at Clark, S. D.

Coffey & Larkin, millers of Madison, S. D., have purchased the new elevator at Bryant from E. E. Van Scholack.

The farmers about Henry, S. D., have decided to organize a company and purchase the Brett-Baker Elevator at that place.

The farmers are organizing a company to build a large elevator at Harwood, N. D., to be completed in time for the new crop.

The Farmers' Elevator Co., Putney, S. D., has been incorporated with a capital stock of \$5,000. Ole W. Evenson, Archie McKinnon and others.

MISSOURI, KANSAS AND NEBRASKA.

J. F. Wellington has sold out his grain business at Kipp, Kan.

It is reported that J. L. Heath, Peabody, Kan., will build an elevator this spring.

Hoerman & Tolliver have succeeded to Hoerman Bros' grain business at Netawaka, Kan.

Jesse Starbuck has succeeded to the grain business of Henney & Ayres at Horton, Kan.

Mr. Morgan has sold out his interest in the grain firm of Mitchell & Morgan at Lexington, Mo.

A new elevator has been completed at Carl Junction, Mo., by the Brand-Dunwoody Milling Co.

J. J. Van Boskirk, grain dealer at Frederick, Kan., has been succeeded by A. W. Van Boskirk.

S. J. Swanson of Cottage Hill expects to engage in buying and shipping hogs and grain at Waterville, Kan.

The Greenleaf-Baker Grain Co. of Atchison, Kan., has bought Geo. Correll's elevator at Glen Rock, Neb., and will build a new elevator at North Au-

burn, Neb., and at Biglow, Kan., of 10,000 bushels' capacity each.

L. S. Loomer, a large farmer and stock feeder near Arborville, Neb., has built a 20,000-bushel elevator on his farm.

It is reported that the Peavey Elevator Co. of Kansas City contemplate the erection of an elevator at Ellsworth, Kan.

Mowrer Bros., Lost Springs, Kan., have sold their lumber and implement business, but continue in the grain business.

The farmers around Solomon, Kan., are taking steps to organize a cooperative grain and live stock shipping association.

E. C. Jones, A. B. Wilson and M. J. Beausang have incorporated the Jones Grain Co., Nebraska City, Neb. The authorized capital stock is \$25,000.

The Union Mill Co., Wichita, Kan., recently purchased an old mill building at Clearwater, which they have remodeled into a wheat and corn elevator of 10,000 bushels' capacity.

The Merchants' Elevator Co., Kansas City, Mo., has been incorporated by John S. Smith, Ira Schlotzhauer, Gertrude C. Smith and Claud D. Williams. The capital stock is \$10,000.

WESTERN.

Hall Bros., grain and feed dealers at Spokane, Wash., have gone out of business.

A. P. Atchison has succeeded Atchison & Terhune, grain dealers, at Kendrick, Idaho.

Trade in the Willamette Valley in Oregon is reported to be in an unsatisfactory condition in many lines, owing to the tendency of the farmers during the past two years to abandon wheat raising and engage in fruit and hop growing.

The improved price of wheat during the early part of April put a good quantity on the market in Walla Walla, Wash. Herbert Jones, representing the Pacific Coast Elevator Company, purchased over 100,000 bushels there at 49½ cents.

The Southern Pacific Railway has extended its special rate of 50 cents per 100 pounds on barley, from California terminals to Missouri River points, St. Louis and Chicago, until April 30. So far only a few hundred tons have been moved East under this low rate.

Galbraith, Bacon & Co., the large grain and feed merchants of Seattle, Wash., have made a purchase of one of the choicest water front sites in that city. As their new location at the foot of Madison street affords them all the dock room necessary at present, their latest acquisition will be utilized for stabling, storage and city delivery purposes.

It is reported that A. M. Humphrey & Co., owners and operators of grain warehouses at Salem and Macleay, Oregon, are short several thousands of bushels of wheat stored by farmers of Marion County. It appears that the wheat has been disposed of, and they have nothing to settle with unless the warehouses are sold and the proceeds used in making a partial settlement. The farmers of that state are said to have suffered frequent and heavy losses of this kind, and they are now seeking legislative protection. Several bills have been introduced into the legislature recently with this object in view. One of them provides that the warehouseman shall give bonds equal to 15 per cent of the annual volume of his business.

CANADIAN.

The Winnipeg Produce Company, Winnipeg, Man., has acquired the seed business of R. M. Chester.

Charles Evermey, who has been buying grain at Forrest Station, Manitoba, has closed up for the season and gone to Brandon.

The Plum Coulee Farmers' Elevator Company of Plum Coulee, Man., has applied for incorporation, with a capital stock of \$10,500.

The Montreal Warehousing Company held its annual meeting recently. The following were elected as directors: George B. Reeve, W. M. Ramsay, William Wainwright, Thomas Davidson and Charles Percy.

Port Arthur, Ont., is to have another million-bushel elevator at once, according to a statement credited to Mr. William Mackenzie. It will be erected on the water front, west of Dock No. 5, and will be of the same character as the three elevators at Fort William.

It is reported that Captain Wolvin of Detroit, Mich., and other American capitalists are arranging to take over the W. J. Connors scheme of building large grain elevators at Montreal and that the necessary legislation covering the deal will be put through at the present session of Parliament. Mr. Connors is said to have spent \$213,000 on the undertaking.

CROP REPORTS

Northern Indiana wheat is reported in excellent condition, having been well covered by snow during the winter, and showing no evidence of fly.

More corn than usual will be planted in South Dakota. Late snows have delayed seeding, but the acreage of all grains will be about the same.

Seeding is well in progress in Southern Minnesota, the ground being in excellent condition. More corn and flax than usual will be seeded this year.

Reports from the neighborhood of Charleston, S. C., indicate that the outlook for a wheat crop in that section is all that could be desired, the acreage being unusually large.

The Michigan crop report, issued April 9, indicates a good wheat crop in some sections and a poor one in others. The crop wintered well, but in portions of the state it is infested with the fly.

The Iowa crop report says that the season in that state is ten days or two weeks late, on account of moisture. Winter rye looks well, and the acreage of winter wheat, though small, is in good condition.

Winter wheat in Montana is looking better than usual at this time of year. It has been well protected with snow and there is now an abundance of snow in the mountains, which insures ample irrigation.

The April crop report for Missouri makes the average condition of winter wheat 94, or five better than a year ago, when the production was 19,000,000 bushels, against 11,400,000 bushels in 1899 and 14,000,000 in 1898.

Wheat in Northern Illinois is in good condition; in the central district, Hessian fly has done much damage; in the southern district the weather has not been favorable. Where not damaged by fly there will be a large crop.

Seeding in North Dakota will begin about April 10 to 20. Dry weather is needed to allow the surplus moisture to escape from the ground. Corn will be a larger crop than in previous years, as it has now been demonstrated that corn can be grown in the state.

The Ohio state crop report of April 1, 1901, gives the condition of wheat as 78 per cent of an average; barley, 83; rye, 85; corn, 95. The figures indicate that wheat has improved a good deal during the past month. Other grains are in a still more encouraging condition.

Nebraska's winter wheat belt gives promise of the largest crop in its history. Taking the best crop as 100 per cent, the estimates now run from 110 to 115 per cent. Secretary Bewsher, of the Nebraska Grain Dealers' Association, reports that more wheat is held in the state than ever before from a preceding year.

Crop reports from districts of Eastern Washington are favorable. The acreage of spring wheat will be materially increased in the Big Bend country. In Columbia county a big acreage of barley has been sown. A new departure in the Walla Walla country is the cultivation of flax. The barley yield will provide a large amount for export.

The wheat crop in Kentucky moved up from 68 to 79.8 from March 1 to April 1. Rye also improved during the month, making a gain of 11 points. The wheat acreage is slightly reduced because a few fields were broken up owing to the ravages of the fly last fall. Present reports indicate four-fifths of a full wheat crop for the entire state.

The entire wheat and oats crop of Northern Texas is threatened with destruction by pests. It is not the Hessian fly, as commonly supposed, but a small green louse, known to scientific men as toxoptera graminea. Prof. Mally, Texas state entomologist, says that there are two distinct varieties of these lice at work and that there is a third pest whose exact identity he has not yet determined. These pests are attacking wheat, rye, oats and corn alike, and threaten to destroy at least one-half the growing crop. Texas last year produced 20,000,000 bushels of wheat and 30,000,000 bushels of oats. This year the acreage of wheat is slightly less than last year, while the acreage of oats is slightly increased.

According to the government crop report for April 1, the general condition of wheat is better than at the close of February, but unfavorable reports continue to come from portions of the Ohio Valley. In the states of the Missouri Valley the plant has wintered well, and the outlook is promising. On the Pacific Coast the prospects for wheat are excellent. In portions of Texas wheat is suffering from drought, and in the northern counties has been seriously damaged by insects. Some spring wheat had been sown April 9 in portions of Iowa, Nebraska and Southern Minnesota, but none at that date had been sown in the Red River Valley. Oat

seeding was well advanced as far north as the Ohio Valley, and some seeding had been done in Nebraska.

GRAIN RECEIVED AT LAKE HURON PORTS.

The Canadian collectors of customs report the quantities of grain received by water at the following ports during 1900 as follows:

	Bushels.
At Depot Harbor (Parry Sound), from Chicago	11,010,643
At Depot Harbor, from Duluth.....	2,305,371
At Depot Harbor, from Fort William....	76,313
Total	13,392,327
At Midland, from Chicago.....	4,742,147
At Midland, from Duluth.....	2,229,048
At Midland, from Milwaukee.....	1,460,606
At Midland, from Fort William.....	1,783,040
Total	10,214,841
At Sarnia, from Chicago.....	2,536,680
At Sarnia, from Duluth.....	997,204
At Sarnia, from Fort William.....	423,195
Total	3,957,079
At Goderich, from Chicago.....	604,025
At Goderich, from Duluth.....	151,106
At Goderich, from Fort William.....	911,199
Total	1,666,330
At Owen Sound, from Chicago.....	78,179
At Owen Sound, from Duluth.....	97,000
At Owen Sound, from Fort William....	1,014,637
Total	1,189,816
At Collingwood, from Duluth.....	153,108
At Collingwood, from Fort William....	297,674
Total	450,782
Grand total	30,871,195

SELECTION OF SEED CORN.

Probably Mr. A. D. Shamel, in charge of the farm crops department of the Illinois College of Agriculture, knows by practical experiment and study more about his specialty, corn, than any other person in the United States, and the farmers never get tired of listening to his discussions. Following are some notes of his timely talk March 14 to the Sullivan Township Farmers' club at Sibley, Ill., as reported by the Bloomington Pantagraph:

"The vitality or sprouting power of corn is very important, and the farmer should find out what per cent of his seed corn will grow before planting it. The best and easiest way of testing it is to fill a common plate heaping full of sand—any kind of sand will do. Wet the sand thoroughly and drain off the extra water. Select three kernels from each ear of corn, taking one from near the butt, one from the tip and one from the middle of the ear, and take no two kernels in the same line or on the same side of the ear. Put 100 kernels (from thirty-three ears) in the plate, sticking the germ end of the kernels down in the sand. Set the plate (or plates) either as it is or covered with another plate behind the stove. In five to seven days every kernel should germinate. If less than ninety-five of the kernels germinate the vitality of the corn is low and such seed should not be planted."

In answer to a Pantagrapher's question Mr. Shamel said that every ear planted should be tested in this way, not merely a few samples of the seed.

The seven recognized varieties or breeds of corn which have been improved and have certain fixed characteristics by years of selection are: Boone County White, Silver Mine, White Superior, Reid's Yellow Dent, Leaming, Golden Eagle, Riley's Favorite. Seed corn should be bought in the ear, that the buyer may see the kind of ears he is getting. One might just as well choose an animal by looking at the feet or one single part alone as to buy shelled seed corn.

If an ear of corn is too long, the result will be shallow kernels, a less number of rows and a smaller proportion of corn to cob. If the ear is too short although very big around the result will be a smaller per cent of grain to cob. Ears very difficult to break indicate big cob and big shank with the butt not well filled out. The best filled out butt means a small shank and easy husking; this quality may be bred into corn too prominently, however, for if the shank is too small too many ears will be blown off the stalks. Ears should be filled out completely at the tip in regular rows; the rows should be straight from the butt to the tip, and the kernels of regular size.

We must consider the constitution, vigor and vitality of corn almost as much as of animals. The kernels should be deep with rough exterior. If there is much space or furrows between the rows it will result in four to eight rows less on the ear.

Mr. Shamel advised against mixing two varieties of corn as is sometimes done, saying there was every reason for not mixing and no good reason for mixing the seed. Denegeration by inbreeding is prevented by the fact that the silk or embryo ear does not ripen at the same time as the tassel of the same stalk, and hence the ear must be fertilized by the pollen from the other stalks. There is great abundance of pollen and it blows a long distance over the fields, and every ear of corn is a cross-bred product.

Items from Abroad

The Italians have been holding mass meetings to protest against any increase in the grain tax.

The scheme for admitting wheat into France for milling in bond for export was rejected by the French Senate in March last.

At Toowoomba and Warwick in Queensland wheat in February was sold by the farmers at 54 cents per bushel, while corn brought 96 cents.

The Duke's Grain Warehousing Company, Ltd., has been incorporated with capital of \$250,000, to operate elevators and carry on a grain business at Liverpool, Booth, Birkenhead, etc.

The Spanish duty levied on cereals imported by the Canary Islands has been raised, so that the only duty remaining is the local duty of 31 cents per 220 pounds on grain and 37 cents on grain products.

A ear famine in Victoria, Australia, in January and February, caused a blockade on the wheat movement from the country, and every station had its pile of wheat in sacks waiting for transit to the coast.

At Leeds contracts for future delivery of flour or wheat are now made with the clause: "In case of any duty being imposed, the same to be for buyer's account." Lloyd's insurances are said to be similarly hedged.

A New South Wales syndicate has made a proposition to the government to build elevators at the grain centers of that colony and to provide cars for moving the grain in bulk. The syndicate asks a monopoly of the grain business.

A wheat blight has appeared in South Australia, the symptoms of which are a white and unripe ear, with blackening by fungus at the base of the stem near the roots, which are killed. Its ravages are most severe on the best soils. It also appears on barley.

The German-Russian Association has been organized in Germany to urge the adoption of legal measures to discriminate in favor of Russian grain in case the tariff on imported foods is increased. The idea is to stimulate German exports to Russia in exchange for grain.

Canadian Dominion authorities are endeavoring to secure from Great Britain what may be called a British preference for Canadian and other colonial wheat. It may take the shape of a registration charge of a shilling per quarter on wheat from foreign countries. The charge will make no difference in the price of the British loaf, but is expected to be sufficient to immensely increase the importation of Canadian and other colonial wheat and help the home farmer as well.

The Millwall Dock Company handled in 1900 26,980,688 bushels, or 36 per cent, of the grain imported at the London docks. The company paid no dividend, however; and it is now proposed by the managers to form a parasite company, to be called the Millwall Docks Equipment Company, which would rent land from the principal company and erect thereon a modern grain elevator. This hemipetous company would be capitalized at £200,000 (say, \$1,000,000), and its income would be assured, because it would be paid a fixed rental by the principal company. The original shareholders of the dock company will generously be permitted to take preference stock in the new company if they wish to.

The great drawback to agriculture in South Africa is the lack of rainfall. This is being mitigated by irrigation to some extent, but will always be a detriment to farming, as drouths are all too frequent. As long ago as 1871-72 Cape Colony exported excellent wheat to England, but of recent years it has consumed its entire production and more. The following table shows the comparative yields of leading grain in Cape Colony and the native territories under the Cape government, the record of 1897-98 being the last obtainable:

Grains—	1892-93.	1897-98.
Wheat, bushels	3,890,898	2,220,747
Barley, bushels	1,023,084	830,730
Oats, bushels	1,637,118	1,810,611
Rye, bushels	547,086	304,491
Mealies (corn), bushels	2,733,759	2,857,809

Fires - Casualties

Taylor Brothers' grain elevator at Camden, N. J., was damaged by fire March 22.

Osborne & McMillan's elevator at Lucca, N. D., was burned March 15, with 8,000 bushels of grain. Insured.

An elevator owned by a St. Joseph, Mo., company and located at Oneida, Kan., was burned recently with contents.

The 10-year-old son of J. C. Ware, of Champaign, Ill., a wealthy grain dealer, was crushed to death March 24 by a loaded wagon.

Kohn & Rappaport's grain and hay store at Providence, R. I., was badly damaged April 3 by a fire which is thought to have been of incendiary origin.

Pease Brothers' elevator at Adaza, Ia., was destroyed by fire March 30. Loss, \$5,000; insured. The fire started in the engine room, from cause unknown.

Goodrich Brothers' grain elevator at Saratoga, Ind., caught fire March 18 and was damaged, but the flames were checked by prompt work of a bucket brigade.

I. V. Runyan & Co.'s grain elevator at Henshaw, Ky., was burned March 27. The loss was \$25,000. The grain was fully insured, but the building was only partially covered.

The Minneapolis & Northern Elevator at Perley, Minn., was burned April 1. It contained 18,000 bushels of wheat. The fire is supposed to have been the work of an incendiary.

The St. Anthony & Dakota Elevator at Hatton, N. D., was burned March 13, with about 6,000 bushels of grain. Half the burned grain was cleaned wheat that had been prepared for seed.

Wesche Bros. & Wesche's elevator at Webb, Iowa, was damaged by a fire which started in the cupola, April 1. Prompt action on the part of the employees saved the entire plant from destruction.

An elevator in a seed warehouse at Shenandoah, Iowa, fell from the top of the building, a distance of 50 feet, and although there were six men riding on it at the time none were seriously injured.

A large grain elevator belonging to F. R. Pencee at Williamsport, Ind., was damaged by fire, but was saved from total destruction by hard work. The elevator contained 30,000 bushels of grain.

Hoppes Brothers' grain elevator at Mahanoy City, Pa., was burned to the foundation at 2 o'clock a. m., March 21. Loss, \$50,000. The fire is said to have been started by defective insulation of the electric wires.

The Great Western Elevator at Norman, Iowa, on the Minneapolis & St. Louis Railroad, was burned to the ground April 2 at night. The cause of the fire is not known. The loss was about \$3,000, fully insured.

The Northwestern Elevator, at Murray, N. D., six miles south of Mayville, burned at 2 o'clock p. m., March 21. The fire caught from a hot pulley in the top of the building. A large amount of wheat was destroyed.

The elevator and mill of the Broadway Roller Mills Company at Bardstown, Ky., was burned March 15. The elevator contained 5,000 bushels of wheat. The loss on the entire plant is estimated at \$15,000, with insurance of \$11,000.

Wabash Elevators Nos. 3, 4 and 5 and Dayton Elevator A, at Toledo, O., were compelled to shut down March 13, owing to high water in the river, which submerged the hoppers. These elevators are located on low lands skirting the river.

Hubbard & Palmer's elevator at Elmore, Minn., was destroyed by fire at 8 o'clock p. m., March 19. The fire is supposed to have caught from the stove. The elevator contained about 8,000 bushels of grain, all of which was ruined by fire or water.

Fire destroyed the warehouses and elevator of Page & Co., at Ionia, Mich., March 31, entailing a loss of \$55,000, with insurance of \$12,000. The elevator building was owned by the Grand Trunk Railway Company. The elevator will be rebuilt.

S. Pfeffer & Son's elevator at Blue Earth, Minn., was burned shortly after midnight on the morning of March 29. The loss was about \$8,000, with insurance of \$4,500. The proprietors will at once begin the erection of a new elevator on the same grounds.

Dunaway, Ruckrigle & Co.'s elevator at Utica, Ill., was burned early Tuesday morning, April 2. The fire started near the roof, either from a hot box or spontaneous combustion. The office and corn cribs adjoining the elevator were saved. The elevator contained about 5,000 bushels of corn and about 7,000 bushels of oats. The grain was fully insured. The elevator was built at a cost of \$8,500

and was insured for \$5,900. It will be rebuilt at once.

Hoch, Payne & Co.'s grain and hay warehouse at Rockport, Ind., was burned March 19. The building contained 400 tons of hay, 4,000 bushels of wheat, 300 bushels of corn, and 1,200 new sacks. The loss on building and contents was \$16,000; insurance, \$8,000.

The Sunset Wood, Coal and Grain Company's grain and hay warehouse at San Antonio, Tex., was burned March 25. The building was 50 by 150 feet, and contained a large amount of grain and hay. The fire is supposed to have started from spontaneous combustion in the hay.

Fire destroyed the Baltimore & Ohio Southwestern freight house and platform at St. Louis, Mo., on the night of April 1, and 50 cars loaded with grain were consumed. The fire caught from sparks from a switch engine. The damage is estimated at \$150,000 and is covered by insurance.

The Brinsou-Judd elevator at Neodesha, Kan., was damaged by fire Sunday, March 17. Sparks from a locomotive set fire to a cob pile outside the building, and one side of the elevator was soon ablaze. A high wind was blowing, and the utmost efforts of the fire department were required to subdue the flames.

E. A. Zilke, employed as an engineer for the Appleton Malt and Grain Company, of Appleton, Wis., was injured by a peculiar accident. While on top of the engine adjusting some part of it, a steam pipe burst and scalded him slightly, causing him to fall to the floor. His injuries from the fall were serious, but he will recover.

A large malt house owned by a Mrs. McKenna and located at Phelps, N. Y., was burned March 9 at 3 o'clock a. m. The house was run by S. K. Nestor of Geneva, N. Y., and was in charge of John Fitzgerald. It contained 15,000 bushels of barley and malt, which was fully insured. There was \$1,700 insurance on the building.

An elevator at Clark, S. D., owned by Bail & Grimshaw, was burned March 9 and its contents, consisting of about 12,000 bushels of grain, were destroyed. The loss was \$13,000, with insurance of \$8,300. Bail & Grimshaw expect to rebuild their feed mill at once and get into shape for grinding feed, and later on will rebuild the elevator.

Rogers, Bacon & Co.'s elevator at Pontiac, Ill., on the Illinois Central Railroad, burst March 12, and between 500 and 600 bushels of grain fell to the ground. A large bin had been constructed near the top of the building on one side. A large ventilating door formed one side of this bin and the door gave way. The grain was loaded into ears at once.

The elevator of the Bowling Green Milling Company, at Bowling Green, Ky., was burned on the night of April 5. It was a 65,000-bushel house and contained over 35,000 bushels of wheat at the time of the fire. The loss is estimated at about \$35,000, insured. A fierce wind was blowing and it was with much difficulty that the mill, which adjoined the elevator, was saved.

L. N. McCrocklin's grain elevator at Derby, Kan., was destroyed by fire at 6 o'clock p. m., April 6. A spark from a passing locomotive is thought to have started the blaze. The capacity of the elevator was 20,000 bushels. At the time of the fire it contained about 5,000 bushels of wheat, 2,000 bushels of corn and 2,000 bushels of oats. Two cars loaded with grain were also destroyed. The entire loss is estimated at \$10,000, with insurance of \$4,000.

The St. Louis Elevator and Storage Company's elevator at St. Louis, Mo., was destroyed by fire April 7. The blaze originated in the oil room and is believed to have been of incendiary origin. A smaller warehouse and several box cars standing on the side track were also consumed. The elevator is said to have contained 800,000 bushels of grain, of which 400,000 was No. 2 corn. The loss was \$650,000, fully insured. The building was valued at \$250,000 and was one of the oldest grain storage houses in St. Louis, having been built originally in 1845 or 1853. It will be rebuilt.

The Mountain City Milling Company's elevator at Frederick, Md., was burned March 19. The fire started in the engine room and was first seen by the night miller of the Mountain City Mill, located near the elevator, at 2 o'clock in the morning. He gave the alarm, but it was impossible to save the building. The elevator was built ten years ago at a cost of \$17,000 and had a storage capacity of 60,000 bushels, and was insured for \$5,000. It contained nearly 40,000 bushels of wheat, besides corn and other grains, valued altogether at about \$30,000; insurance, \$19,000. There will be some salvage on grain.

Armour Grain Company, Chicago, received on April 1 from Medbury & Darnell, Hornick, Ia., a car which contained 112,620 pounds, or 2,011.4 bushels shelled corn.

The EXCHANGES

Chicago Board of Trade memberships have slumped somewhat during the past month, some sales netting the seller less than \$1,900. Some business has been done in leased memberships, but it is understood that the Board will prohibit trading by holders of leased memberships.

Pittsburg has a new commercial organization known as the Consolidated Stock and Produce Exchange. Its membership at present is limited to 100. They have leased temporary quarters and expect to build by another year. John M. Montgomery is president; E. B. Simpson, secretary, and Christian Shafer, treasurer.

The annual auction of choice of flour and grain tables was held on April 1 at the Baltimore Chamber of Commerce. The sale was conducted by the assistant secretary, Henry A. Wroth, and yielded about the usual amount of pleasure and revenue, the latter footing up \$641.75. Thos. Leishear & Co. secured the first choice of grain tables.

A petition recently circulated on the Kansas City Board of Trade asks for a change in the constitution to permit the admission of 100 associate members. These members will be charged \$100 per year for trading in options only. This move is to get the principal bucketshop men in on a basis where their transactions would go through the clearing house of the board.

The annual election of the Milwaukee Chamber of Commerce on April 1 resulted in the choice of the regular nominees, as follows: President, E. C. Wall; vice-presidents, S. G. Courteen and S. W. Tallmadge; secretary-treasurer, Wm. J. Langson; chief inspector, Frank D. Hinkley; chief weigher, E. F. Clapp; directors, Harry Berger, C. A. Chapin, W. M. Bell and Walter Stern.

The Milwaukee Chamber of Commerce is making greater additions to its membership list than in many years before. A recent list of applications numbered nearly 25, mostly from Chicago grain dealers. The committee on rules has recommended that Chicago warehouse receipts be placed on the same footing as local receipts for contract purposes. Memberships which a month ago sold for \$50 or \$60 are now changing hands at around \$200.

POPCORN.

The growth of the popcorn industry in the last few years has been quite remarkable. It is familiar in all confectionery stores, and is sold in enormous quantities by itinerant night peddlers in all large cities. The corn itself is largely a miscellaneous collection, made by country grocers, who send it to the city commission man, who sells it at about one-third what the big and discriminating confectioners are willing to pay for a first-class article.

The latter may be called in general terms the "white rice" variety, that will go forty bushels to the acre on land that will yield forty bushels of field corn. A bushel of popcorn is a bushel basket full of ears, and weighs from 32 to 36 pounds.

There are more than twenty-five varieties of popcorn grown in this country, says J. C. Sufferin in the *Indiana Farmer*, among which are the 8-rowed early smooth, white, long-eared sorts; the 12-rowed early, smooth, white, short-eared sorts; the 12-rowed late, smooth, white, long-eared sorts; the 12-rowed medium early, yellow, smooth, extra-early yellow rice; the 10-rowed early red rice, the 10-rowed early white rice sorts, etc. An extensive Chicago manufacturer of popcorn products, who annually uses many thousand bushels, says that certain varieties, particularly the 8-rowed, are worth but little money in his business, which is the manufacture of "snowflake" bricks and balls, and that the white rice varieties are much the best for his business, because they are sweeter, crisper, parch into much greater bulk, and turn out goods of more desirable color. Where fodder is no particular object, the white rice varieties are much more profitable to grow on a large scale for the great markets. The last-named sort, if planted anywhere (early) south of the northern boundary of Illinois, in any of the corn states, will, in any ordinary year, be in good parching condition and ready for the holiday trade in December of the year in which it is grown. It will go into the market in prime condition, without waste, shrinkage or discoloration, and sell at top prices. The large late sorts, when grown in the great corn states, must be kept over until they are about one year old before they can be parched to best advantage, thus entailing a waste, shrinkage, non-use of money and often the acceptance of much lower prices for good merchantable corn. Popcorn is usually sold on the cob, quotations being always for ear corn.

OBITUARY

James Gordon, a grain dealer of Winfield, Kan., died recently.

William H. Yates died March 10 at San Francisco, Cal. Mr. Yates was one of the founders of the San Francisco Produce Exchange and a prominent grain dealer.

A. L. Culbertson, who had been engaged in the grain business at Aberdeen, S. D., for several years, died at his home in that city March 25, after an illness of four months.

Charles Gurney died at New York recently. Deceased was a member of the firm of Baldwin, Gurney & Co., of the Chicago Board of Trade, but retired from business two years ago.

A. B. Hitchcock died recently at Norfolk, Va. He was a well-known grain operator in Chicago twenty years ago, and made cash corn a specialty. He was exceptionally successful as a grain operator at a time when large marginal fluctuations were the rule.

Captain James A. Baldwin died at his home in Chicago March 20, aged 58 years. Deceased was a member of the Chicago Board of Trade for thirty years. He came to Chicago from Boston in 1855. He was a veteran of the civil war and a captain in the Tenth Massachusetts cavalry.

John Riede died at his home near Mazeppa, Minn., March 23, from injuries received a week previous by being kicked in the side and stomach by a horse. He was 50 years of age and one of the directors of the Mazeppa Farmers' Elevator Company. He leaves a wife and five children.

John H. Zehner, of Windfall, Ind., died March 8 at St. Augustine, Fla., aged 67 years. He was a grain dealer and a prominent citizen of Windfall and was ex-treasurer of Tipton township. As a member of the Fourth Ohio cavalry, he was one of the squad that captured Jefferson Davis, near Irwinville, Ga.

Benjamin F. Newcomer, president of the Safe Deposit and Trust Company of Baltimore, Md., died March 30, at his home in Baltimore, from a stroke of apoplexy. Mr. Newcomer was a native of Maryland and in 1842 went to Baltimore to represent his father in a grain and flour business in which he was afterward very successful. He is survived by four children.

Peter Geiser, inventor of the Geiser Grain Separator, died at his home near Waynesboro, Pa., March 18, aged 75 years. He is survived by ten children. Mr. Geiser invented and patented the grain separator in 1855, but it was not until 1869 that the manufacture of the machines was begun on a big scale. Since that time Mr. Geiser has lived at Mount Airy, near Waynesboro, and has devoted his time largely to inventions and the care of his extensive property.

Michael L. Leary died March 20 at his home in Chicago, aged 72 years. Mr. Leary was formerly a partner with B. P. Hutchinson in the grain business and was a charter member of the Chicago Board of Trade. During the civil war he was one of the heaviest grain operators in this country, and, with Mr. Hutchinson, engineered a corner in corn which was successful. In the spring of 1869 he lost his fortune in a daring speculation, and was never able to regain it. He leaves a widow but no children.

Manrice B. Clark died at his home in Glenville, O., near Cleveland, March 9, aged 73 years. In 1856 Mr. Clark formed a partnership with John D. Rockefeller, to carry on the business of buying and selling grain and produce. Mr. Clark withdrew from this firm in 1867, at which time they had become largely interested in the oil business. He was active in numerous enterprises until his death. He was a prominent member of the old Cleveland Board of Trade and of its successor, the Chamber of Commerce. A widow and two daughters survive him.

George S. Thurber died in Chicago April 9 aged 41 years. He was a prominent member of the Chicago Board of Trade and had been on 'Change for twenty years. Of late his health had been precarious and this winter he visited Florida in hope of improvement. Monday night, when he arrived in Chicago from the South he was unconscious and was sent by the railroad authorities to the County Hospital. He died the following afternoon without regaining consciousness. His identity might have remained unknown had not an old friend stepped into the morgue and recognized the body. Mr. Thurber leaves a wife at La Crosse, Wis., and aged parents at Daytona, Fla. He was formerly a member of the commission firm of Thurber & Gore and was connected with J. B. Dutch & Co. Subsequently he was connected with Puff-Slaughter and the

Weare Commission Company, and was of late in the employ of F. G. Logan. He had a remarkable memory and was regarded as one of the brightest traders on the Board, and was beloved by all who knew him.

Michael Tiernan, who was formerly engaged in the commission business in Chicago, died at his home in Evanston, Ill., March 24, aged 72 years. He was a native of Allegheny City, Pa., and came to Chicago in 1850. He was one of the founders of the grain commission firm of George A. Gibbs & Co., with which he was actively connected until the Chicago fire. He then retired and moved to Evanston. He is survived by his widow, one daughter and one son.

B. J. Caldwell, a member of the grain firm of Caldwell, McConnell & Rousey, of Manchester, Ill., died April 3, from injuries received by being assaulted by I. N. Swartwood. Mr. Caldwell owned land about a mile and a half north of Manchester, and adjoining it is land owned by Swartwood's mother-in-law, with whom he lived. A dispute arose between the two men as to where the division fence should be placed, and Swartwood struck Caldwell in the head, fracturing his skull. The injured man was removed to his home and medical help was summoned, but he never regained consciousness. He leaves a wife and one son. Swartwood escaped.

Daniel L. Crossman died at Williamston, Mich., March 7. He was 65 years of age and was a native of Cayuga County, N. Y. In 1871 he took up his residence in Williamston, Mich., and engaged in the warehouse and grain buying business. Later, he went into flour milling and started a bank, which is still doing business. He was formerly a representative in the Michigan Legislature and was chief clerk of that body from 1873 to 1891, until forced by ill health to retire. Mr. Crossman was a prominent figure in the affairs of his town and state, and was one of the organizers of the Michigan Millers' Fire Insurance Company, and for six years was its president and adjuster. His widow and one daughter survive him.

Samuel R. Backus, head of the grain commission firm of S. R. Backus & Co., Toledo, Ohio, died suddenly. Mr. Backus was in his fifty-third year and was in excellent health and strength up to the time of his death. He was a native Ohioan and had lived in Toledo nearly all his life. As a young man out of school he entered the office of Young & Backus and soon became a partner. The firm were members of the old Toledo Board of Trade and were leaders in the organization of the Produce Exchange in 1876. Mr. Backus was always prominent in the affairs of the Exchange and was a valued and highly respected member. The members of the Exchange joined in a fitting testimonial to his worth as a man and a member. He leaves a family.

Theron Nye died at his home in Fremont, Neb., March 6, in his 73d year. About seven years ago Mr. Nye fell down a flight of stairs at night and was badly injured, and since then his health has gradually failed. He was a native of New York State and settled in Nebraska in 1857. In 1860 he formed a partnership with his brother-in-law, S. B. Colson, in freighting across the plains, but soon turned to other lines. In 1865 Mr. Nye made his first venture in the grain business, and in the next year the Nye-Colson Company was organized for the purpose of buying grain. This enterprise was a success from the start, and was conducted by Mr. Nye until 1885, when he sold his interest to his son, Ray Nye. The business is now carried on by the Nye & Schneider Company, and amounts to several millions of dollars annually. Mr. Nye leaves a wife and two sons.

RATES OF STORAGE ON GRAIN.

The following are the rates of storage on grain charged by the Montreal Warehousing Company for the current season:

On Grain, Ex-Craft.—Elevating and weighing in, $\frac{1}{4}$ cent; transshipping from one vessel to another (each vessel), $\frac{1}{4}$ cent; storage for each term of ten days, $\frac{1}{4}$ cent per bushel.

On Grain, Ex Cars and Carters.—Storage for first term of ten days, on oats, $\frac{1}{2}$ cent per bushel; all other grains, $\frac{3}{4}$ cent per bushel; each succeeding ten days, $\frac{1}{4}$ cent per bushel; loading on cars, \$1 per car. No extra charge for weigh-out and delivering grain in bulk on board craft, or in hoppers for bagging, and not less than 200 bushels delivered on one order. Cleaning grain, $\frac{1}{2}$ cent per bushel; turning grain, $\frac{1}{8}$ cent per bushel; clipping oats, $\frac{1}{2}$ cent per bushel; waste or loss on oats clipped to be borne by owners.

Winter Storage on Grain.—Begins 15th November and expires 15th May. Between these dates, when charges at regular rates amount to $1\frac{1}{2}$ cents per bushel, no further charge will be made. Grain stored during winter months and remaining in elevator after May 15th will be charged $\frac{1}{4}$ cent per bushel each succeeding ten days, or portion thereof, in addition to charges already accrued.

Inspection.—All car grain will be subject to in-

spection by the official grain inspector, and 40 cents per car will be charged in addition to storage charge.

Terminal Charges on Export Grain, Season 1901.—On oats (from G. T. R. stations only), paying 10 cents per 100 lb. freight and over: First term of twenty days' storage and lighterage, 2 cents per 100 lb.; succeeding terms of ten days' storage, $\frac{1}{4}$ cent per bushel. On oats (from G. T. R. stations only) paying less than 10 cents per 100 lb. freight: First twenty days' storage and lighterage, 3 cents per 100 lb.; succeeding terms of 10 days, $\frac{1}{4}$ cent per bushel. The first term of twenty days' storage and lighterage as above will apply on export oats received on and after 10th of March, and will include extra storage up to 15th of May. On other export grain: First term of twenty days' storage, $\frac{7}{8}$ cent per bushel; succeeding terms of ten days' storage, $\frac{1}{4}$ cent per bushel.

This does not include lighterage to harbor, which is $\frac{1}{2}$ cent per bushel additional.

FLAXSEED

A company is being organized by D. W. Micewicz to erect a flaxseed mill at Edmonton, N. W. T.

The mill of the Northern Linseed Oil Company at Minneapolis has been shut down for an indefinite period.

Spencer Kellogg, of Buffalo, will, it is reported, build an elevator at Duluth to handle flax. He will use from 2,500,000 to 3,000,000 bushels yearly and will mix his own seed.

The Minnesota Legislature is considering a bill which provides that any linseed oil which on test shows an evaporation of 2 per cent shall be considered "adulterated oil."

Successful experiments in flax raising in Idaho have led the Indians of the Nez Perces Reservation in that state to try it, and a considerable acreage of flax will be planted by them this year.

A report from Carrington, N. D., states that while heretofore the acreage of flax and wheat has been about equal, this year the flax acreage will predominate. The outlook for a large crop was never better.

The exports and value of flaxseed and its manufactured products from the United States for the fiscal year ending June 30, 1900, as compared with the previous year, were valued at \$9,057,895 in 1899-1900, and \$8,140,870 in 1898-99.

The exports of flax from the Stratford, Ont., consular district to the United States for the first three months of 1901 were \$42,521.91, and from the Palmerston agency \$17,382.69. This is a heavy increase over the flax exports of the corresponding period last year.

John Bannon will increase the capacity of his oil mill at Grand Forks, N. D., to 2,000 gallons of oil and 25 tons of cake daily. He has recently visited the Pacific Coast and reports orders from that market sufficient to run his mill for a year at double its present capacity.

Flaxseed for September delivery has been offered at \$1.13 per bushel, and October seed at \$1.10. Last September No. 1 cash flaxseed sold in Chicago at \$1.41 to \$1.59, and December at \$1.53 to \$1.71. The last of March May flaxseed sold at \$1.55. The tendency is evidently downward, owing to the dull market for linseed oil and the decreased demand for seed.

The Minnesota Experiment Station has recently originated new varieties of flax, taking the common Minnesota flax as parent stock and producing for long fiber and also for seed. Those developed for fiber crops grow several inches taller than the present varieties, and it is confidently expected that those developed for seed will yield more than the common varieties.

Two grain companies in Lewiston, Nez Perces County, Idaho, have contracted for all the flax to be raised on 20,000 acres of land in the Potlach country, which they will pay for at 20 cents a bushel, with the further agreement that if the price be higher than that the dealer will pay within 30 cents a bushel of the Chicago quotation. Last year there was raised and marketed on the Nez Perces land over 250,000 bushels of flax, at an average price of \$1.40 a bushel.

Experiments made in the growing of Argentine flaxseed in the Northwest have shown that it makes a large and thrifty plant, with good yield and more bolls and larger seeds than were obtained from other seed. When acclimated by a season or two it assumes the oil-producing properties of Northwestern seed. The first practical test of the Argentine seed was made in the spring of 1900 and turned out so successful that a large quantity of selected seed has been contracted for in the Northwest this season.

BARLEY

AND MALT

The receipts of barley at Cincinnati during the month of March, 1901, were 96,286 bushels, and shipments 5,060 bushels, as compared with receipts of 64,111 bushels and shipments of 1,694 bushels in the corresponding month last year. The receipts of malt during March, 1901, were 99,666 bushels and shipments 65,758 bushels, as compared with receipts of 101,081 bushels and shipments of 95,096 bushels in March, 1900.

The United States government has bought 2,000 pounds of Moravian barley for experimental purposes and has distributed it through various states for planting. The S. Y. Hyde Elevator Company of La Crosse, Wis., secured a bushel of the grain and will plant it in four states, Wisconsin, the Dakotas and Minnesota. It will be given every attention to bring out the best results. The imported barley is a full, fine appearing berry and ripens one week ahead of the ordinary variety and can be harvested by July 4.

The P. H. Rice Malting Co., whose plant is situated at Cragin, Ill., is at the present time installing a system of steam heating apparatus in the kiln rooms on the first floor. By this method all cold air passing into the furnace rooms comes into contact with the heating apparatus and enters the kilns in a heated condition, thereby greatly facilitating the operations of the furnaces and saving a large amount of fuel. The method of malting at this plant is of the old style, floor malting. This property is advantageously situated on the line of the Chicago, Milwaukee & St. Paul Railway. W. P. Rice is the superintendent and M. O. Boyle is foreman.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
February, 1900	8	\$5	
February, 1901	31	27	
Eight mos. ending Feb., 1900.	179,384	86,098	
Eight mos. ending Feb., 1901.	165,772	81,779	
Exports—			
February, 1900	1,114,570	\$506,314	
February, 1901	385,912	171,066	
Eight mos. ending Feb., 1900.	19,286,992	9,161,889	
Eight mos. ending Feb., 1901.	5,693,713	2,563,347	
BARLEY MALT.			
Imports—			
February, 1900	3	\$2	
February, 1901	400	325	
Eight mos. ending Feb., 1900.	2,118	1,884	
Eight mos. ending Feb., 1901.	2,939	2,876	
Exports—			
February, 1900	14,911	\$12,156	
February, 1901	29,825	21,546	
Eight mos. ending Feb., 1900.	182,809	133,974	
Eight mos. ending Feb., 1901.	213,152	152,827	

A PERFECT EAR OF CORN.

"A perfect ear of corn, like a perfect anything else, is probably a very scarce article," says N. J. Harris, secretary of the Iowa Seed Corn Breeders' Association. "One great trouble in this case is, who has the authority and knowledge to say? So far as the writer knows, it is yet only a matter of opinion. If the writer remembers correctly, the standard adopted for judging at the last Peoria carnival was a length of ear ten inches and circumference seven and a half. I understand they have since changed this standard. The writer attended the Peoria corn show for the purpose of studying brands of corn. I found this difficulty: The selections in all cases were made to conform to this standard. In so doing the identity of many of the distinct breeds was greatly obscured. There was much more uniformity in the last corn show, but it lacked the distinctness of type of its predecessor. Everything in the classes for white corn was made to look like 'Iowa Silver Mine,' and those in the yellow like 'Reid's Yellow Dent.' These two varieties are similar in that they are of about the same sized ear, are widely planted, big yielders and popular over a large extent of territory, but dissimilar in color and the shape of grain. The 'Silver Mine' has broad, deep grains and sixteen rows on the cob, while Reid's corn has deep, narrow grains and eighteen to twenty-two rows on the cob.

"Here are two seemingly deservedly popular varieties of corn, that differ widely in what the writer considers of the utmost importance in corn, viz.: the characteristics of the grain. The writer has had frequent interviews with corn experts on the proper shape of the grain and has obtained all sorts of opinions. The Indiana idea seems to favor a grain almost square. The reason given is that a

thick grain has more constitutional vigor; that is to say, more substance to start the young plant.

"Will someone who has gone deeper into the question explain? It would seem that there should be some general standard as per district or otherwise to guide the common student and aid the judges in passing on sweepstake exhibits. It is, however, plainly evident that there should be a clearly defined standard for each separate variety."

PERSONAL

Joseph Mackey is now in charge of the Douglass Elevator, at Reading, Minn.

John Rentle is now grain buyer at the elevator of Musson & Son, at Gray, Ia.

H. H. Otto, of Charleston, Neb., has gone to Iowa to engage in the grain trade.

C. H. Kortier informs us that he has removed from Fort Jennings, O., to Mantanna, O.

Frank Peterson, of Spencer, S. D., has removed to Wilmet, Minn., where he will engage in the grain business.

W. J. Wiseman, of Charleston, Neb., has secured three elevators in Iowa and is preparing to do an extensive grain business.

Frank Tabaka is now in charge of the Geraghty Elevator at Lakeville, Minn., succeeding Mr. Gilmore, who has gone East.

O. H. Lucken, of Crookston, Minn., has been appointed to a position in the state grain department, with headquarters at Duluth.

Lee E. Smith, proprietor of the Houlton Grain and Feed Store at Houlton, Me., was married March 21 to Miss Alberta Degress.

W. C. Hartzog, formerly with the Hickory Milling Company at Hickory, N. C., is now head miller for the Piedmont Mills at Cronse, N. C.

J. E. Trombla, treasurer and business manager of the Scott Grain Company, Amesbury, Mass., will sever his connection with that company May 1.

Ralph Hughes, of the Warren City Boiler Works, Warren City, O., builders of steel storage tanks, has returned from a business trip to Texas.

T. E. Holmes succeeds J. F. Wilkinson as manager for the St. Paul & Kansas City Grain Company at Perry, Ia., Mr. Wilkinson having resigned.

J. B. Sutphin was appointed weighmaster of the Duluth grain department by the Minnesota State Railroad and Warehouse Commission, vice H. B. Moore.

E. F. Sherman, a grain dealer of Edison, O., has been seriously ill with la grippe and other complications, which, for a time, made his recovery doubtful.

J. E. Wright, superintendent of the McCaul-Webster Elevator Company at Watertown, S. D., has been suffering from a broken ankle which he received in a fall some months ago.

James A. Fitzsimmons, traveling representative for the W. R. Mumford Company in Indian Territory and Kansas, is making a two months' trip through Illinois and Wisconsin for the firm.

John D. Shanahan, chief grain inspector of the Buffalo Merchants' Exchange, has been making an extended visit to Baltimore, Philadelphia, New York and Boston in the interest of the Exchange.

William Warfield, of Wilmette, Ill., and formerly prominent on the Chicago Board of Trade, has been missing from his home since March 11. When last seen he had on his person a large amount of money.

Philip C. Taylor, senior member of the grain commission firm of P. C. Taylor & Co., and a prominent member of the Merchants' Exchange of St. Louis, has been seriously ill of pneumonia, but is recovering.

S. Y. Hyde, a prominent grain merchant of La Crosse, Wis., and at the head of the S. Y. Hyde Elevator Company of that city, has been unanimously nominated for mayor of La Crosse by the Republican city convention.

C. C. Evans, a Minnesota state grain inspector, was acquitted on a secret investigation by the State Railroad and Warehouse Commission of charges preferred against him last December by Chief Deputy Inspector Prodgers.

George G. Mudge is known as the youngest broker on the St. Louis Merchants' Exchange. Though only fifteen years old, he is the sole representative of J. F. Harris & Co., of Chicago, on the St. Louis Exchange. For six months he was the trusted lieutenant of J. W. Sanford, local agent for Harris & Co., and when Mr. Sanford severed his connection with the Chicago firm young Mudge was left on the exchange as their

sole representative until his successor should be appointed. In this capacity he has been holding down the position creditably for several months.

COMMISSION

The Cassidy Commission Company has put a second Chicago wire into its office at Quincy, Ill.

The Hubbard-Moffitt Commission Company of St. Louis has increased its capital stock from \$20,000 to \$50,000.

Ellair, Bray & Co. have opened offices in grain commission at Detroit, Mich. A. G. Ellair and C. A. Bray are the members of the new firm.

The Armonr Grain Company has been incorporated under the laws of New Jersey by C. W. Perkins, L. B. Dailey and K. K. McLaren. The capital stock is \$1,000,000.

The Milwaukee Stock and Grain Exchange has been incorporated at Milwaukee, Wis., with capital stock of \$100,000, by Wm. F. C. Krull, Carl H. Baumann and John Byner.

W. J. Knepp and L. H. Naumann have succeeded to the grain commission business of Charde, Knepp & Co. at Kansas City, Mo., and will conduct the business under the name of the Southwestern Commission Company.

The Lloyd J. Campbell Co., of the Board of Trade, Omaha, inform us that their business has about doubled since August 1 last year. The company now have branch offices at South Omaha, Neb., Plattsmouth and Lincoln, Neb.

The movement among Chicago grain commission houses to join the Milwaukee Board of Trade is believed to have been checked by the timely arrival at an agreement with the telegraph companies in the matter of quotations.

The branch house of the Christie Grain and Stock Company of Kansas City, located at Boonville, Mo., failed March 18. R. S. Armstrong left for Kansas City to adjust matters. Several Boonville dealers are said to be heavy losers.

John H. Dnnne, formerly with Schwartz, Dnpee & Co., and now a member of the New York Stock Exchange, has associated himself with the firm of Bartlett, Frazier & Co., and has reopened for the latter firm the old office of Schwartz, Dnpee & Co., at 7 New Street, New York.

The M. J. & W. A. Brown Company has been incorporated at Baltimore, Md., to conduct a wholesale and retail grain and hay business and a general commission business. The incorporators are Matthew J. Brown, Jr., William J. King, Elizabeth M. Brown, Clara F. King and Alice Bradbury Brown. The capital stock is \$1,000.

BIG KERNELS BEST FOR SEED.

J. C. Suffren of Voorhies, Ill., writing to the Indiana Farmer, says he has demonstrated to his own great satisfaction, during twenty-eight years' experience as a breeder of the corn plant, that the largest typed kernels of any certain variety of corn (and of wheat, oats, potatoes, etc., as well) are the most progressive, because most free from barrenness, and therefore invariably produce the largest grain yield. "I have also noticed," he adds, "that some individual ears in a field of corn contained almost twice as many grains as other ears; but their grains were narrow, thin and sharp pointed, and grew on a large cob.

"An average sized ear of corn, such as is most generally grown in the great corn belt, may contain, and often does, twenty-four rows, with 1,000 or 1,200 grains, and not have as much corn in weight as another individual ear of the same size, which contains but sixteen rows, with but 700 or 800 grains. But the grains on an ear of the latter type are much wider, longer and thicker.

"I have seen from my experience in corn breeding in all of its numerous phases, that those individual ears which have the fewest and largest grains are the most progressive ones. In fact, they are much more free from barrenness and its attendant degeneracy—dry rot, smut, nibbin-producing tendency and low germinating power. Large grains of corn germinate more quickly than the smaller ones, provided they are equally mature. Their germinating power is also much stronger, on account of being more free from barrenness and inherited weakness. The writer personally knows such a variety of large-grained corn that seldom germinates less than 100 per cent. Its grains have so much inherited vigor that their germs are not easily affected, as regards impaired germinating power, by unfavorable weather conditions prior to planting, or unfavorable weather or soil conditions after being planted. Truly a most valuable feature, and which, if it was universal in all the seed corn annually planted, would, in the writer's opinion,

increase our average yield of corn to 100 bushels per acre, by the year 1901.

"But it is very far from being universal; in fact, a rare exception rather than the rule. Large grained corn, from its inherited vigor, progressiveness and high germinating power, germinates more quickly and pushes the young plant on much more vigorously than does small grained corn. This early gain, coming, as it does, at one of the most critical periods in the life of the plant, insures a uniform and rapid early growth (especially if all the grains in the planting are of about equal size and weight), good even stand, and uniform and thorough pollination, with the result of doubling the yield of merchantable grain per acre. To many farmers this may seem to be a strong claim, but I will merely say, try it yourselves and be convinced."

HAY

Hart & Rounds have sold their hay business at Woodland, Mich.

Conway Brothers will add baled hay to their feed store stock at Nodaway, Ia.

G. M. Rice has started in the hay and grain business at Republic, Wash.

George W. White & Son succeed George W. White in the hay business at Fairfield, Ia.

W. E. Gervais has succeeded C. H. Bartlett & Co. in the hay business at North Yakima, Wash.

M. J. & W. A. Brown & Co. succeed M. J. & W. A. Brown in the commission hay business at Baltimore, Md.

The warehouse of the Sunset Wood Company, wholesale and retail hay dealers at San Antonio, Texas, was burned recently.

The Saginaw Milling Company lost 250 tons of hay by the burning of C. Bedient's barn at Decker-ville, Mich., March 23. Small insurance.

A local paper in Sanilac County, Michigan, says there are 50,000 tons of hay in that county that cannot be marketed for lack of transportation facilities.

Hay is selling at La Crosse, Wis., at the highest price it has brought for many years. Farmers get \$16 to \$18 a ton, while in former years it brought only \$9 to \$12 a ton.

The Louisville Hay and Grain Association, composed of retail hay and grain dealers of that city, held a banquet March 26. The organization was perfected recently, with Lee Callahan president.

It is said that alfalfa will largely replace clover in New Jersey this year. The New Jersey Experiment Station has issued a special alfalfa circular to encourage the growth of this crop in that state.

The Harrison Milling Company's storehouse at Montclair, N. J., was completely destroyed by fire March 8. About 500 bales of hay were badly damaged by fire and water. The loss was \$2,500, partly insured.

The State of Minnesota received \$3,810 from the sale of grass on vacant state lands during 1900. This is said to be the largest sum ever received from the sale of grass by that state, although the area of state lands is constantly growing smaller.

A warehouse for storing hay is being erected at Portland, Ore., opposite the Oregon Railway & Navigation Company's freight house. The warehouse will be equipped with a compressing plant to prepare hay for shipment to the Philippines or elsewhere. The hay will be delivered from the cars direct into the warehouse and from the warehouse into transports or other vessels. This method will effect a considerable saving in the handling of hay for export.

William Hopps, trading as William Hopps & Co., dealer in hay and grain at Baltimore, Md., filed a petition in bankruptcy March 25. On the application of a number of creditors James J. Corner was appointed receiver under bond of \$5,000. The schedule shows liabilities of \$55,426.44, and assets of \$37,955.37. Mr. Hopps gave as a reason for his embarrassment an attempt to corner the dried apple market three years ago and other misfortunes outside the hay and grain trade, which has always been profitable.

A well-dressed man called at the hay and feed store of John M. Reuter, at Elizabeth, N. J., and said that Farmer McGilvery wanted two loads of hay sent to his stable in an adjoining town. Previous to this the man had called on Farmer McGilvery and told him he had a carload of hay to sell very cheap, as it had been shipped by mistake to Mr. Reuter. The first load was delivered, and before the second load reached the farm it was met by the stranger, who asked the driver to give him the bill, which amounted to \$49. The swindler hastened to the residence of McGilvery and pre-

sented the bill, was paid the money and disappeared. Mr. Reuter carted back his hay, and Farmer McGilvery is out \$49.

A recent criticism of the Kansas City Hay Dealers' Association and its market reports has brought out an endorsement of the organization and its management by twenty-four prominent hay and grain firms of that city. They "desire to go on record as being entirely satisfied with the present management of the Association by its present officers, and believe the Association affords shippers to this market ample protection, and is just and equitable in handling the hay business in this city," and that its market reports have been fair and correct.

The valley of the Kittitas, lying just east of the Cascade range in Washington, is said to produce and ship more hay of first-class quality than any other valley on the Pacific Coast. The hay crop of this valley the past year is estimated at 50,000 tons, of which about 35,000 tons will be shipped out, and the balance consumed locally. The great bulk of the crop is straight timothy and timothy and clover. The quality is so fine that it always commands from \$2 to \$2.50 per ton more than any other hay shipped from the state. This is due to the climate at that latitude, which makes a hay full of rich juices and little of woody fiber. As rain in the haying season is almost unknown there, the color is not changed in curing, but retains its bright green shade until used. The crop of the past year has commanded high prices, bringing from \$12 to \$13.50 per ton f. o. b. Ellensburg.

The Kansas State Agricultural College has taken up consideration of buffalo grass and has found that it propagates not by seed alone, but by the root. The long, slender roots extend on all sides from the plant and throw up new plants. Where the plants are not tramped into dust by sheep, destroying these roots, the grass spreads independently of the seed, which explains its persistence when grazed by the buffalo. It has been experimented with as dry hay to test its food value for cattle, and was found superior to both Kentucky blue grass and timothy. It survives the dry season if the roots are not tramped, as cattle do not tramp them out, is an ideal range forage. Its seed is easily planted and germinates well. Another indigenous grass that is attracting attention is the grama-grass, once so flourishing in Nevada that the Indians harvested its seeds for grain, as we do wheat, and ground it rudely to make a sort of bread. It is exceedingly nutritious, and by selection is probably capable of development into a new cereal adapted to arid situations.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending March 16 sales of Choice Timothy ranged at \$12.75@14.00; No. 1, \$12.50@13.50; No. 2, \$11.50@12.50; No. 3, \$11.00; not graded, \$10.00@13.50; Choice Prairie, \$10.75@11.50; No. 1, \$10.00@10.75; No. 2, \$8.50@10.00; No. 3, \$8.00@9.00; No. 4, \$7.00; not graded, \$9.00. Rye Straw sold at \$7.50 8.50. Wheat Straw at \$6.50, and Oat Straw at \$6.00@6.25. The receipts for the week were 2,712 tons, against 2,689 tons for the previous week. Shipments for the week were 88 tons, against 142 tons for the previous week. The offerings of Timothy Hay were small during the week and a good local inquiry existed. The market for Prairie Hay ruled rather dull.

During the week ending March 23 sales of Choice Timothy ranged at \$13.75@14.50; No. 1, \$12.50@13.50; No. 2, \$12.00@12.50; No. 3, \$11.00; not graded, \$10.00@12.00; Clover Hay, \$11.00; Choice Prairie, \$11.00@12.00; No. 1, \$10.00@11.00; No. 2, \$9.00@10.00; No. 3, \$8.00; No. 4, \$7.25@7.50; not graded Prairie, \$11.00. Rye Straw sold at \$8.00@8.50, Wheat Straw at \$6.50@7.00, and Oat Straw at \$6.50@6.75. The receipts for the week were 2,764 tons, against 2,712 tons for the previous week. Shipments for the week were 79 tons, against 88 tons for the previous week. Only a moderate business was transacted during the week. The arrivals were fair and the demand light from all sources. Prices for Timothy Hay advanced slightly, while Prairie Hay ruled about the same.

During the week ending March 30 sales of Choice Timothy ranged at \$13.50@14.50; No. 1, \$12.50@13.50; No. 2, \$12.00; not graded, \$10.00@12.50; Choice Prairie, \$11.00@11.50; No. 1, \$10.00@11.00; No. 2, \$9.00; No. 3, \$8.50@9.00. Rye Straw sold at \$8.50@9.00; Wheat Straw at \$6.00@7.00, and Oat Straw at \$6.00@6.50. The receipts for the week were 2,786 tons, against 2,764 tons for the previous week. Shipments for the week were 101 tons, against 79 tons for the previous week. A quiet and steady market was experienced for both Timothy and Prairie Hay during the week, only a moderate local demand existed, but as the offerings were rather light a steady feeling prevailed, with no material change in prices. Shipping inquiry continued very light.

Send us the grain news of your county.

Late Patents

Issued on March 12, 1901.

Hulling Machine.—Chas. S. Rider, Silver Creek, N. Y., assignor to the S. Howes Company, same place. Filed December 16, 1899. No. 669,735. See cut.

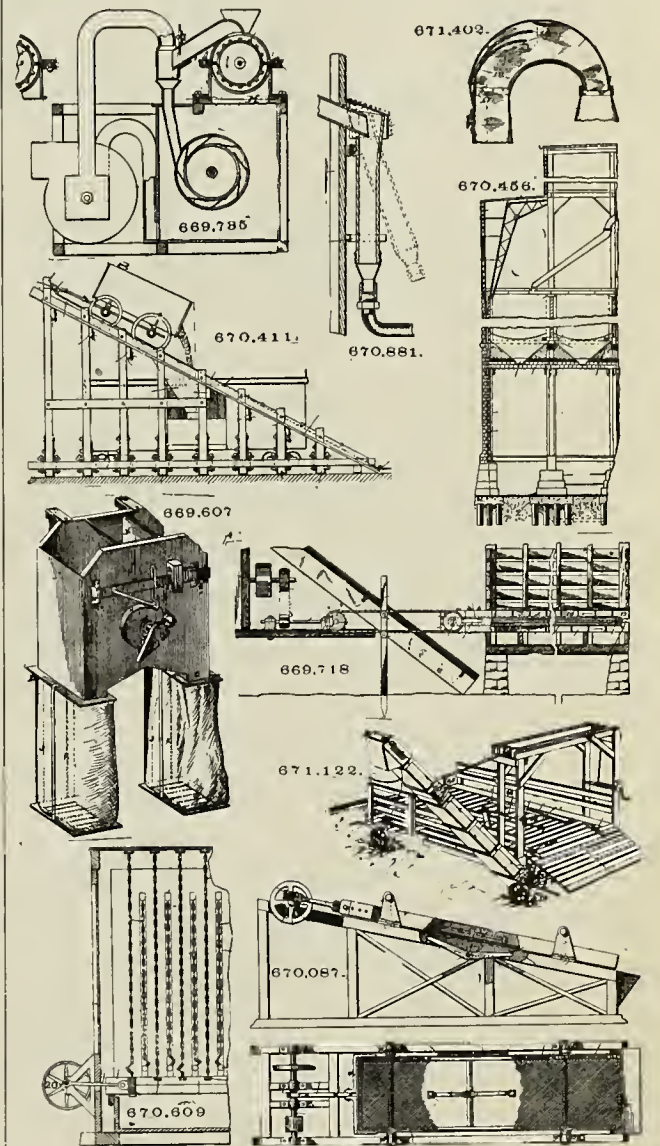
Grain Weigher and Bagger.—Augustus J. Wickman and Philip J. Wickman, Nevada Mills, Ind. Filed June 11, 1900. No. 669,607. See cut.

Feeder for Corn Shellers.—Lewis O. Whittemore, Verona, Ill. Filed December 3, 1900. No. 669,718. See cut.

Gas Engine.—Elihu Thomson, Swampscott, Mass. Filed February 23, 1898. No. 669,737.

Issued on March 19, 1901.

Portable Farm Elevator and Car Loader.—Budd Reeve, Buxton, N. D. Filed July 28, 1900. No. 670,411. See cut.



Shaking Screen.—Nathan Stedman, Aurora, Ind. Filed April 7, 1900. No. 670,087. See cut.

Issued on March 26, 1901.

Bag Cleaning Machine.—George F. Goddard, St. Louis, Mo., assignor to Elbridge B. Goddard, doing business as E. Goddard Flour Co., same place. Filed August 3, 1900. No. 670,609. See cut.

Gas Engine.—Thomas McMahon, Philadelphia, Pa., assignor of three-quarters to William M. Bunn, same place, and Royer Luckenbach, Colwyn, Pa. Filed April 28, 1900. No. 670,803.

Duplex Gas Engine.—William O. Worth, Chicago, Ill., assignor of two-thirds to William R. Donaldson, Louisville, Ky., and Henry W. Kellogg, Battle Creek, Mich. Filed June 13, 1899. No. 670,550.

Fireproof Grain Elevator.—James L. Record, Minneapolis, Minn. Filed May 12, 1900. No. 670,456. See cut.

Adjustable Spout and Cover for Grain Elevators.—Lewis E. Jordan, Bagley, Iowa, assignor of one-half to Oliver P. Beale, same place. Filed September 7, 1900. No. 670,881. See cut.

Issued on April 2, 1901.

Separating Head for Pneumatic Elevators.—James B. Schuman, Columbia City, Ind., assignor to the Pneumatic Elevator and Weigher Co., Indianapolis, Ind. Filed April 16, 1900. No. 671,402. See cut.

Loading or Unloading Apparatus.—John F. White, Bloomington, Ill. Filed August 30, 1900. No. 671,122. See cut.

The chief engineer of the Welland Canal announces that that waterway will be opened to navigation on Monday, April 22.

TRANSPORTATION

Ocean freights at the close of March were weak and lower, at 1½d for grain from New York, and 1d from Boston, to Liverpool.

The New York, New Haven & Hartford Railroad has secured an elevator at Boston and is loading wheat onto ocean steamers by means of lighters. Later, dockage will be secured at South Boston.

Ocean grain freights from Montreal are reported dull and rates easier, the latest engagements being at 1s 3d to 1s 4½d to Liverpool and 2s to London and Bristol and the Continent. A year ago rates were fully 1s higher.

The Milwaukee grain fleet this spring is the smallest on record. This is due largely to the fact that the cross-lake business has been good all winter and that the high prices have made it more profitable to ship grain than to store it.

The opening rate on lake charters from Duluth to Buffalo is quoted at 2 cents on wheat, a few cargoes having been placed at that figure. There is a total of about the same as the opening last year, or 17,000,000 bushels, and of this there is half more wheat than corn. The opening of navigation will probably be early in May.

The Canadian government has announced a reduction of 2 cents a hundred on government railway grain tariffs and 7½ per cent on the present tariffs on merchandise. It is estimated that this will result in an annual saving to the farmers of Manitoba alone of \$348,000 in freights on wheat and flour, to say nothing of other grains.

The Grand Trunk Railroad will establish a line of lake steamers to ply between Duluth and Port Huron in connection with its trains for the purpose of getting a larger share of the grain-carrying trade from the wheat fields of the Northwest. This steamship line will place the Grand Trunk in much closer touch with the far Northwest than it has been heretofore, and will make it a much more formidable competitor of the Canadian Pacific.

The railroads entering Topeka, Kan., have abolished the 5-cent differential rate on grain shipments which has been given to Topeka millers for the past thirty years, and will apply in its place the flat Missouri River rate. Under the new order the Missouri River rate must be paid on all grain shipped into Topeka, whether it stops there or is milled and sent on as flour to Kansas City. The millers of Topeka have carried the matter before the State Board of Railroad Commissioners.

Rates on grain east-bound from Buffalo are to be maintained this year by the trunk-line managers. The same division of the traffic will be made as last year, when the New York Central carried 55 per cent of the grain handled from Buffalo to New York, the Erie 25 per cent, the Lehigh Valley 16 per cent and the Lackawanna 4 per cent. It is said that the rate will start this season at 4 cents a bushel for wheat, 3¾ cents for corn and 3 cents for oats. The Pennsylvania lines have agreed to work in harmony with the pool.

A. G. Blair, the Canadian minister of railways and canals, states positively that Canada now has a 14-foot waterway from the great lakes to the port of Montreal throughout both river and canal stretches, and says this was practically tested by the fact that last fall the steamer Arabian passed through drawing thirteen feet six inches. At Port Colborne, the entrance to the Welland canal, the government is building a breakwater and dredging out the harbor to a depth of 22½ feet, so that large grain freighters may come there and discharge their cargoes.

The opening of navigation at Chicago will see a small grain fleet clearing for Buffalo and other eastern ports. It will consist of thirty-five vessels for Buffalo, ten to Port Huron and Sarnia, and nine to Midland, besides about twenty line boats not yet loaded. The present fleet will carry 3,012,214 bushels of corn, 2,404,408 bushels of oats, and 439,000 bushels of wheat, or a total of 5,755,622 bushels. Last year the winter grain fleet carried 10,000,000 bushels. Rates for winter storage and freight to Buffalo have been 2½ to 2½ cents. Last year charters were made at 3 cents.

The long-cherished plan of carrying grain from Duluth and Chicago to the Georgian Bay, up the French River to Lake Nipissing, and down the Ottawa River to Montreal, is likely to be realized. A strong company of London and Paris bankers has taken hold of the project and will push it to completion. The company is said to include nearly all the capitalists who financed the Manchester ship canal. Their first work will be to improve the French river, connecting Georgian Bay with Lake Nipissing, thus giving a 20-foot waterway to North Bay, whence the Canadian Pacific Railway Company's cars will convey grain to Montreal. Eventually, canals will be built connecting Lake Nipissing with the Ottawa River, which enters the St.

Lawrence River at Montreal. This route will not be ready this season.

The strike of marine engineers bids fair to make serious disagreements over the opening of navigation if not settled soon. Shippers are demanding that the boats sail when the Straits are declared open, but vesselmen whose engineers will not go to work say they will not be compelled to sail until the strike is over. The engineers are holding firm and seem to be in a fair way to enforce their demands. Several unions of seamen and firemen have adopted resolutions to the effect that members will not work on a boat which carries non-union engineers. The tugmen also refuse to handle boats of this kind.

A recent change in the tariff on grain and grain products from St. Joseph, Mo., to the southeast has raised the rate 2 cents per hundred pounds to Memphis, Carolina and Mississippi Valley points, placing it 2 cents higher than that of Kansas City to the same points. The rate on grain and grain products from St. Joseph to points on the Iron Mountain and the St. Louis & Southwestern railroads also has been advanced 2 cents per hundred pounds, while there has been no change from Kansas City. St. Joseph grain men are up in arms over this discrimination, which, they estimate, affects shipments of 10,000 cars of grain annually. They are endeavoring to have the ruling changed.

Railroad building in Texas is active. The Cane Belt Railroad has been completed from Wharton to Bay City and the line from Bay City to Lane City, 17 miles, is progressing. Contracts are about to be let for construction of the Orange & Northwestern Railroad. Track-laying is progressing at the rate of about three miles a day on the Chicago, Rock Island & Texas, between Liberal, Kan., and El Paso, Tex. The Texas Short Line, between Grand Saline and the M., K. & T. Railroad, will be built at once. The Houston, East & West Texas Railroad is to be extended from Tencha to Center. Work on the extension of the Southern Pacific system between Athens and Huntington is rapidly progressing.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

E. R. Kolp, of E. R. & D. C. Kolp, Jr., Henrietta, Texas.

A. C. Barbeau, secretary the S. Howes Company, Silver Creek, N. Y.

F. L. Cranson, secretary Huntley Manufacturing Company, Silver Creek, N. Y.

Elgin Keith, treasurer Invincible Grain Cleaner Company, Silver Creek, N. Y.

Frank Walker, representing People's Independent Rice Mill Co., Crowley, La.

The proposed factory at La Salle, Ill., to work over corn stalks to make raw material for the cellulose company at Peoria, has petered out. Its agents, however, succeeded in collecting immense piles of stalks at La Salle, nominally representing about \$20,000, expended for the stalks at \$4 per ton.

Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATOR WANTED.

Wanted, to buy an elevator at some good point in Iowa. State price and give particulars. Address W., Box 2, care "American Elevator and Grain Trade," Chicago, Ill.

DRAFTSMAN WANTED.

Wanted, immediately, a draftsman who has had experience in grain elevator work. Address, with particulars,

DRAFTSMAN, Box 4, care "American Elevator and Grain Trade," Chicago, Ill.

MILLWRIGHTS WANTED.

Wanted, 20 millwrights to work on the erection of a new rice mill, to be built near New Orleans. None but good spouters need apply.

PEOPLE'S INDEPENDENT RICE MILL CO., Crowley, La.

ELEVATOR WANTED.

Wanted, to buy an elevator in Northern Iowa or Southern Minnesota, or will accept position with good company as buyer or second man. First-class references. Address

WALTER CLARKSON, Chase and Broad Sts., Springfield, Mo.

WANTED.

Wanted, old engines, boilers and scrap iron.

For sale, complete power plants.

We can rebore your cylinder and valve seats right in their position. Address

FISHER MACHINE WORKS, Machinists and Engineers, Leavenworth, Kan.

WANTED.

Position by elevator superintendent who understands grades, cleaning and mixing wheat and other grain to get best results. Guarantee best of work and management and expect fair pay. Address

H. F., Box 4, care "American Elevator and Grain Trade," Chicago, Ill.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

POSITION WANTED.

Wanted, position as grain man to buy and sell grain and mill products. Have been with present firm for 8 years and can give the best of reference. Am single, sober and industrious. Speak English and German. Would like to engage with a good firm. Am honest and well qualified to take charge of an elevator. Address

A. J. R., Lock Box 16, Plato, Minn.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

GRAIN BAGS.

For sale, 5,000 second-hand cotton grain bags at 8 cents each.

FOELL & CO., 123 Market St., St. Louis, Mo.

OAT CLIPPERS.

For sale, two No. 5 Eureka Oat Clippers, second-hand. Address

OAT CLIPPERS, care Box 10, "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

FOR SALE.

One 25-horse power Davis Gas Engine, in good order.

A first-class Roller Feed Mill and a 4-hole Sheller.

Address

E. D. HAMLIN, 210 Fifth St., Des Moines, Ia.

STOCK IN NEW ELEVATOR.

For sale, at par, stock in large new and thoroughly modern grain elevator at a good terminal market in one of the leading wheat producing states in the Union. All shares fully paid up and non-assessable. Address

A. H. BENNETT, Station A, Topeka, Kan.

Elevator For Sale.

We offer for sale a grain elevator in the Big Miami River bottoms. Located on the main line of Big Four Railroad, 18 miles from Cincinnati, at Elizabethtown, Ohio. Storage capacity about 8,000 bushels of corn. Shelling capacity about 2,000 to 2,500 bushels per day. Equipped with wagon dump, good feed mill and stand of rolls for making fine meal, new boiler, good engine and steam drier. Price and particulars on application.

EARLY & DANIEL,

Sixth and Harriet Sts., CINCINNATI, O.

Indians Build a Railroad.

Out in Wyoming the Burlington Railroad is building a line down into the Big Horn Basin country, and the contractors succeeded in interesting a lot of Crow and Sioux Indians from the reservation near by, and engaged a number of them on the grade. At first they were lined up each with scraper and a team of horses, and at the word, with a yell, they started to race, that being the sport dearest to the Indian heart. But after the "boss" got them in line again and explained that they were there to "move dirt" and not to race horses things went more smoothly, and most of the bucks have developed into good workmen.

And so it happens, that within a few miles of the battlefield where Custer and his brave men of the Seventh Cavalry made their last stand in 1876, these warriors, and sons of warriors, many of whom, no doubt, took part in the massacre, are peacefully taking up the white man's burden and "make 'em heap sweat."



SEAMLESS

**COTTON
GRAIN BAGS,**

Jute Grain Bags,
Seed Bags,

SECOND-HAND BAGS.

No. 1 Menomonie Street, MILWAUKEE, WIS.

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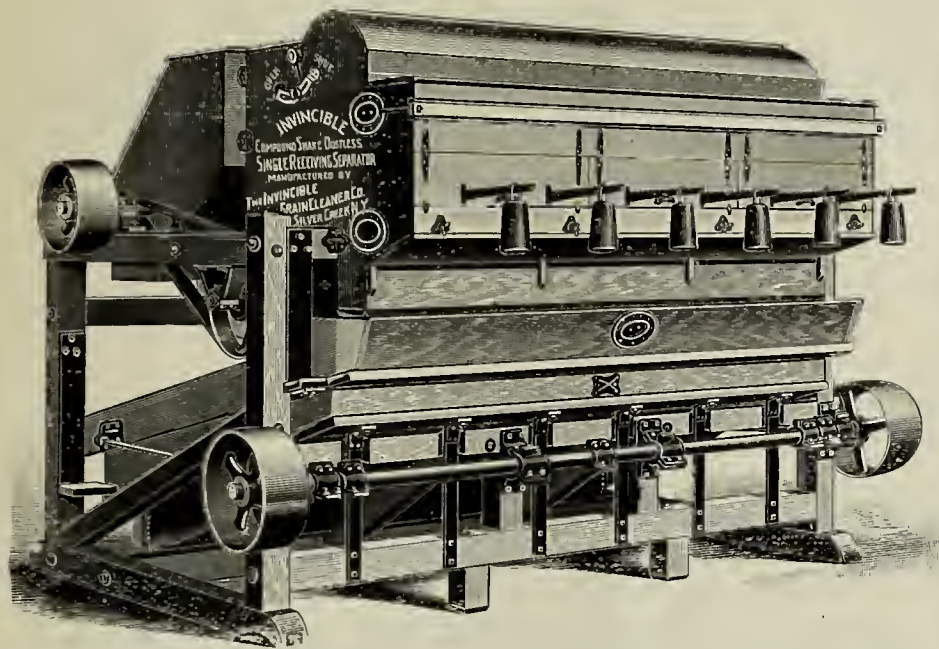
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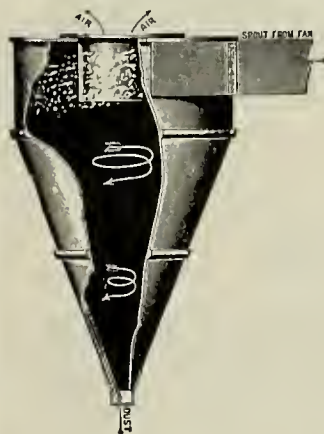
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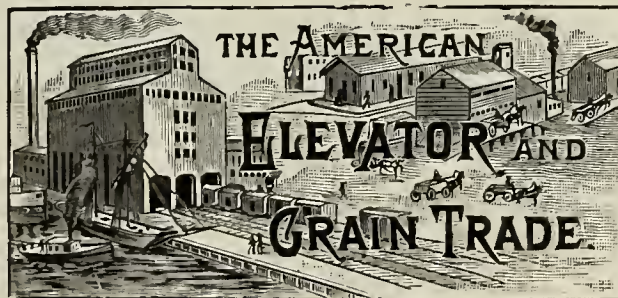
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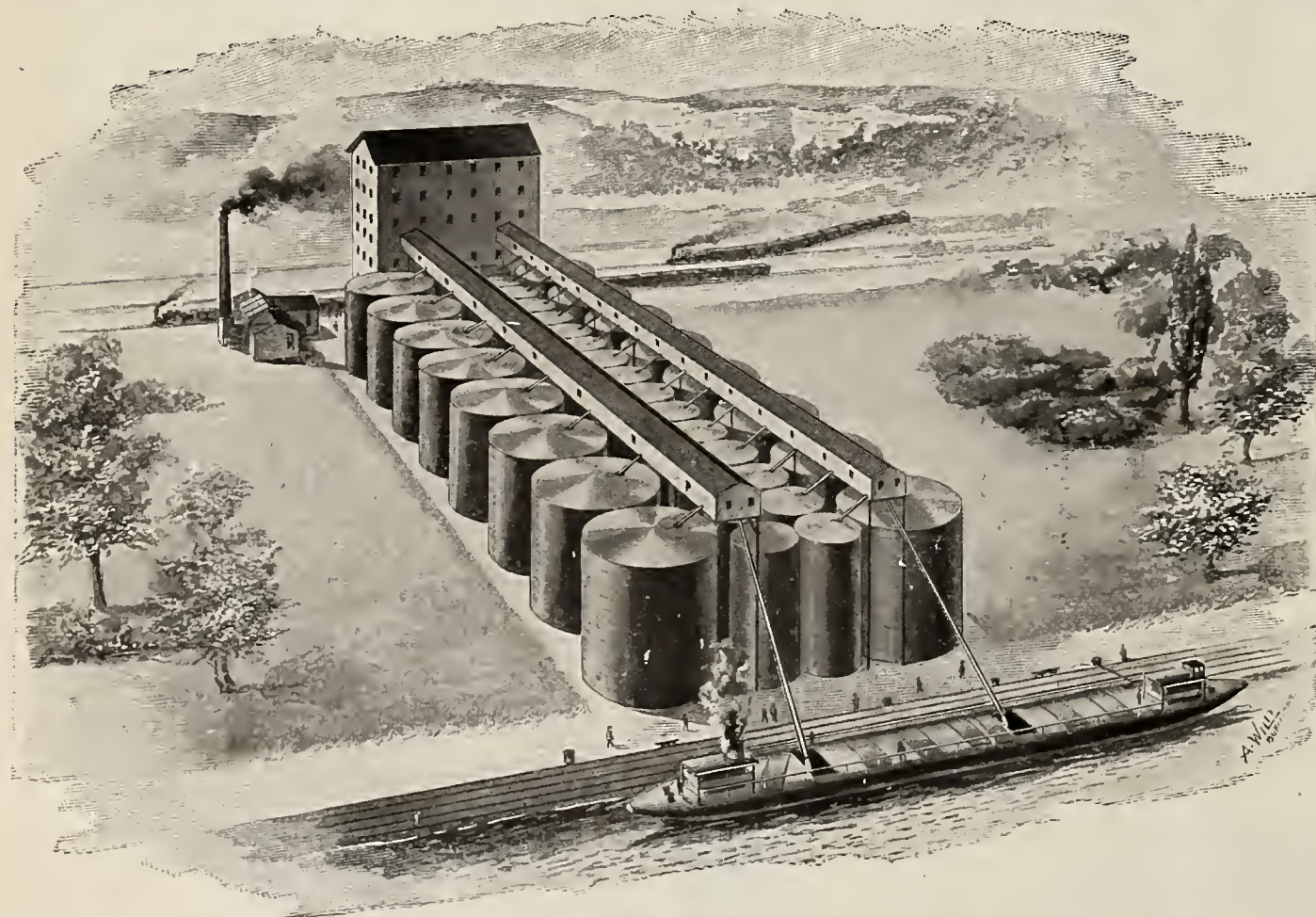
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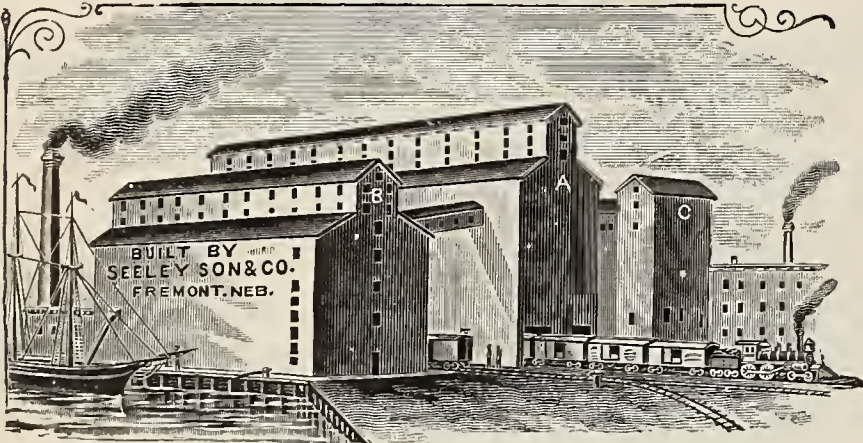
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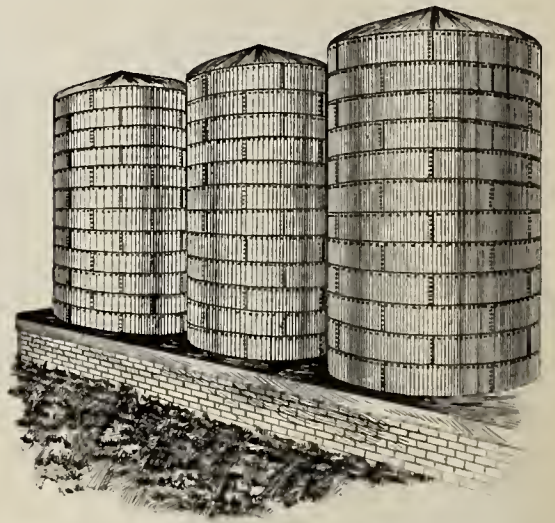
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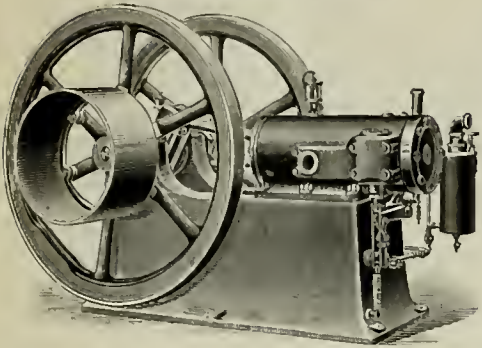
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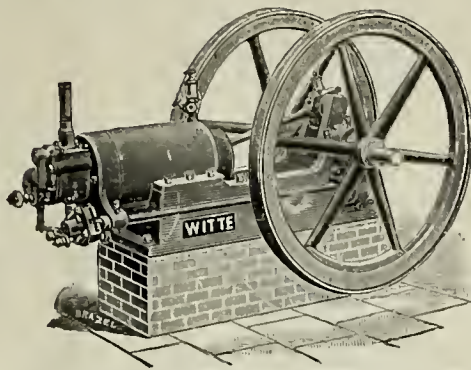
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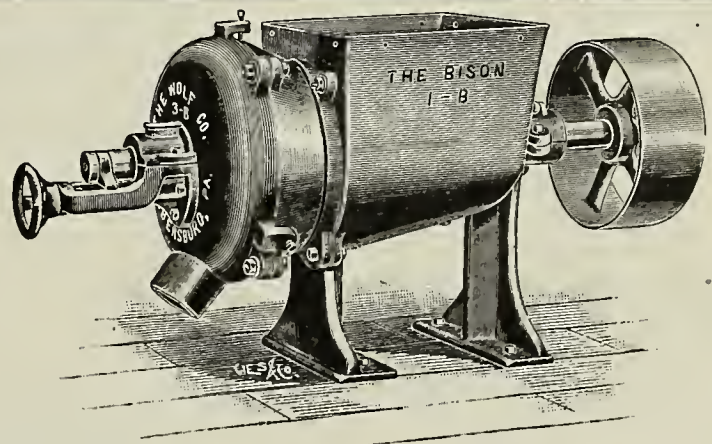
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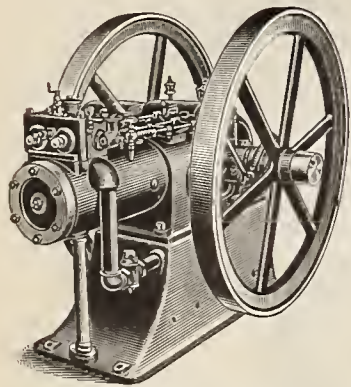
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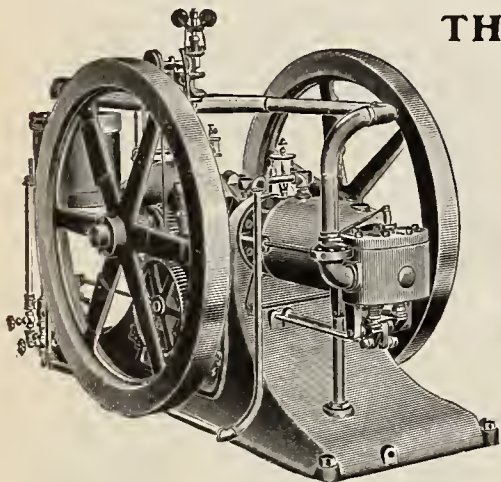
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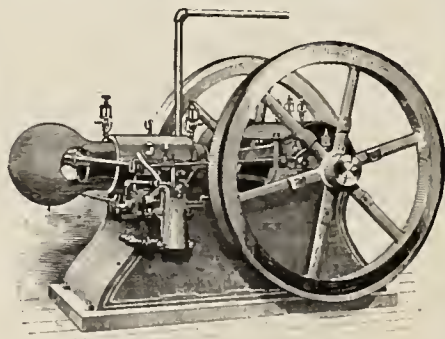
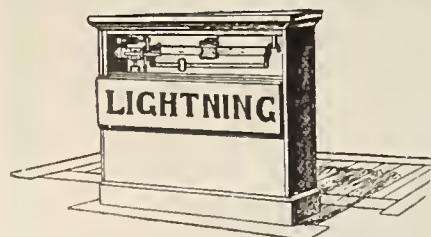
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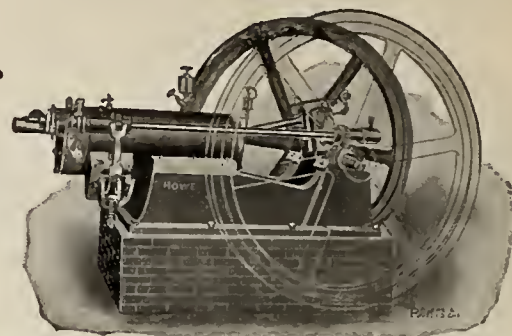
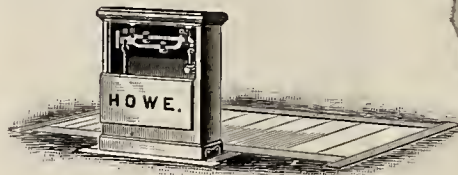
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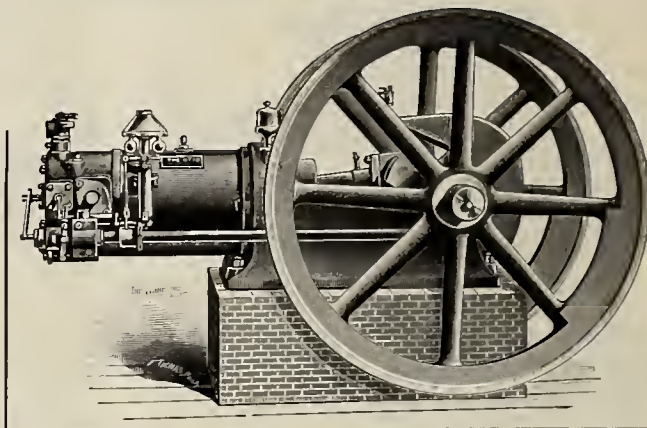
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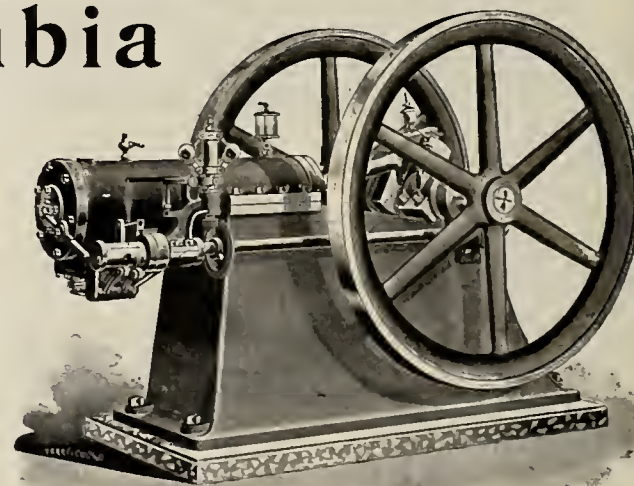
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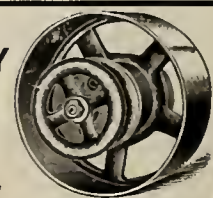


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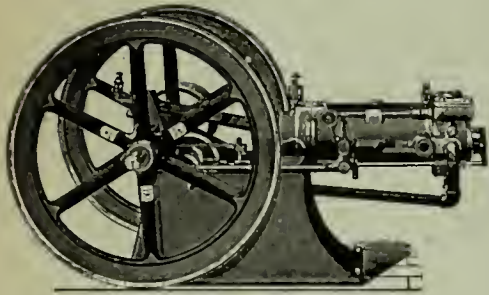
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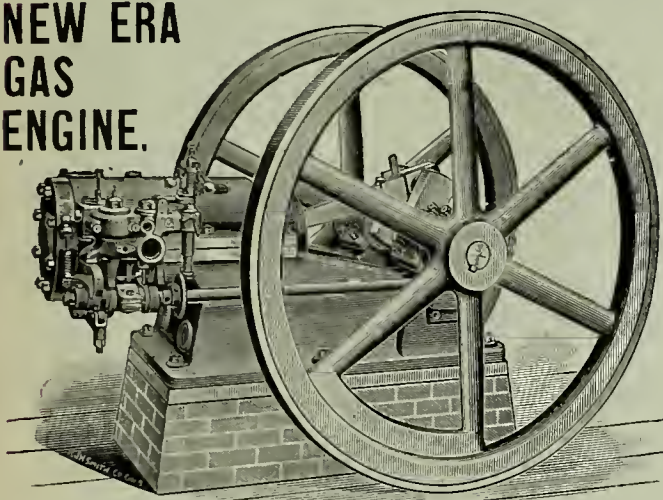
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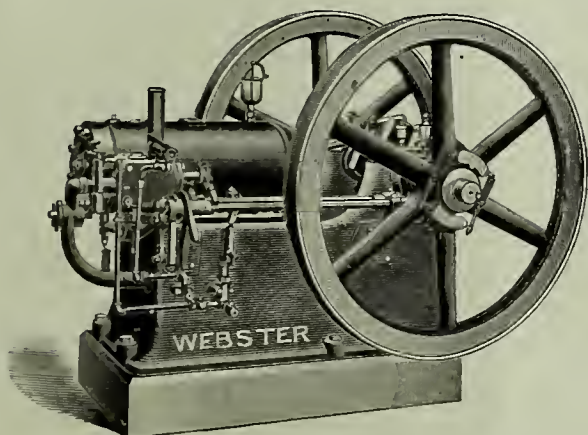
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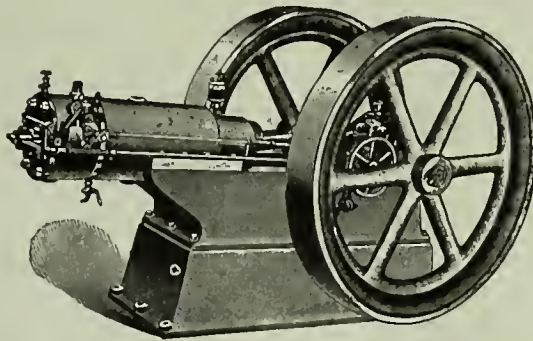
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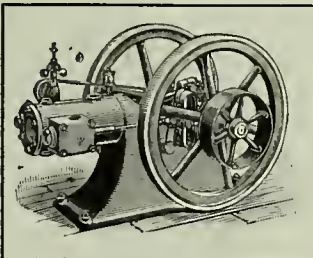
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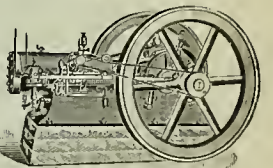
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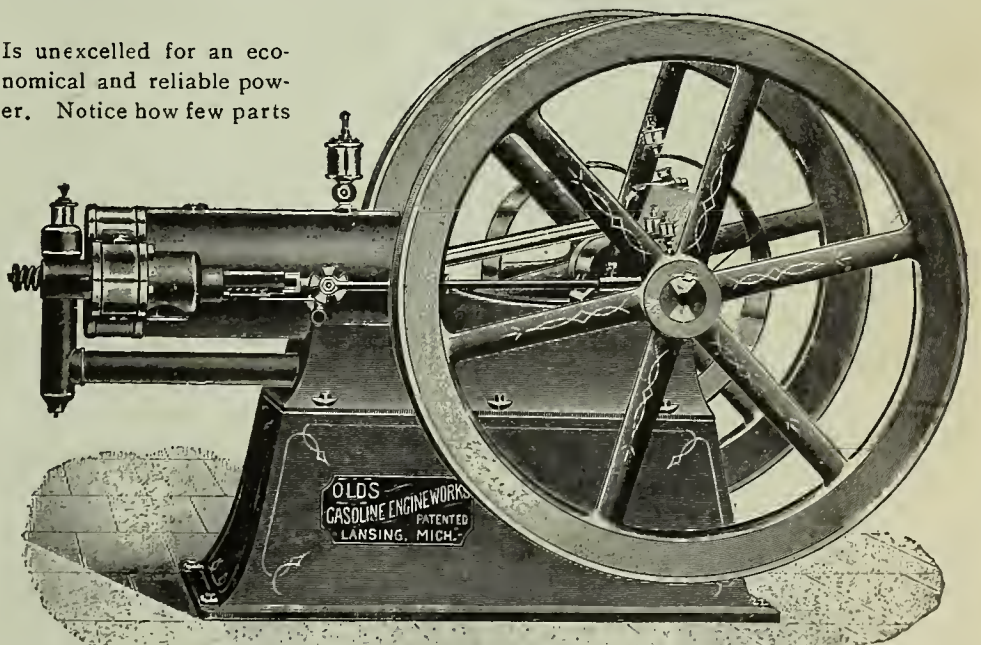
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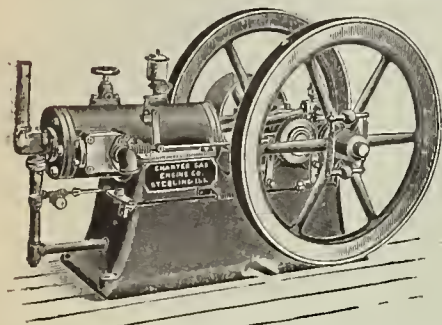
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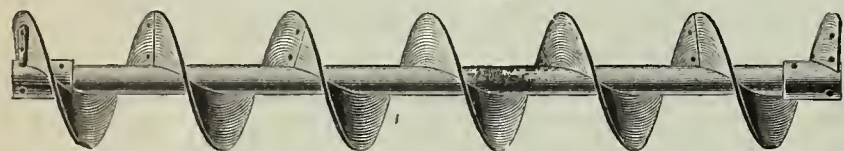
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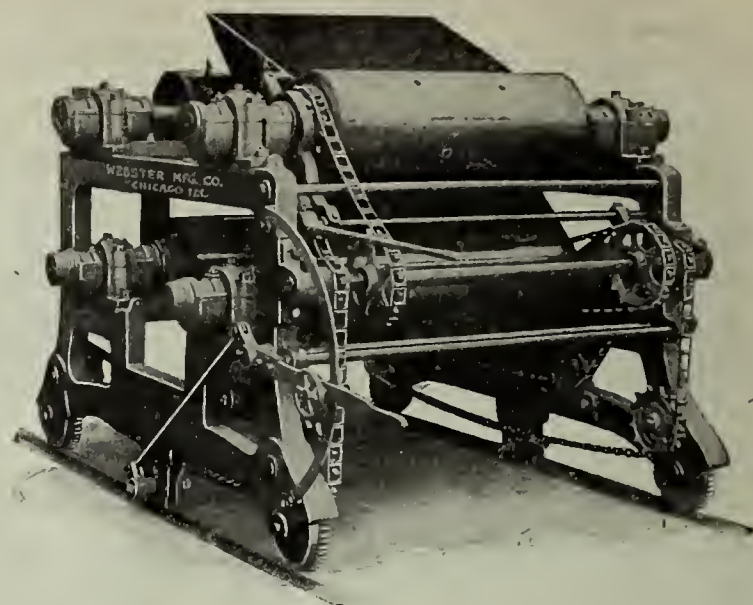
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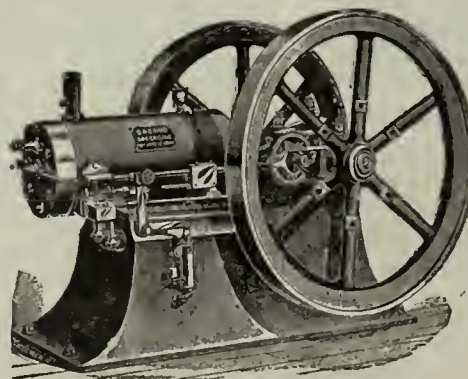
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